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4th March, 1955 (Friday)

LOK SABHA DEBATES

(Part I—Questions and Answers)

(Vol. I contains Nos. 1—20)

LOK SABHA SECRETARIAT
NEW DELHI

FOUR ANNAS (INLAND) ONE SHILLING (FOREIGN)

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LOK SABHA

Friday, 4th March, 1955

The Lok Sabha met at Eleven of the Clock.

[SARDAR HUKAM SINGH *in the Chair*]

ORAL ANSWERS TO QUESTIONS

BACKWARD CLASSES COMMISSION'S REPORT

*538. **Shri Amjad Ali:** Will the Minister of **Home Affairs** be pleased to state:

(a) when the report of the Backward Classes Commission is likely to be placed before this House; and

(b) whether the State Governments will also be given an opportunity for expressing their views in the matter?

The Deputy Minister of Home Affairs (Shri Datar): (a) Government have not yet received the report of the Backward Classes Commission and are, therefore, unable to state the time when it will be placed on the Table of the House.

(b) Yes.

Shri Amjad Ali: May I know whether it is the information of this Government that the State Governments in certain States have already been consulted by the Commission?

Shri Datar: Yes, it is our information that whenever the Commission went, amongst others, they consulted the State Governments also.

Shri Amjad Ali: May I know whether the State Governments in all the States that they visited were consulted or only some were consulted?

Shri Datar: My information is that they consulted all the State Governments of the States they visited—I spoke subject to confirmation.

Shri Ibrahim: May I know whether the Backward Classes Commission has visited Kashmir and the Nicobar Islands?

Shri Datar: They have not visited the Andaman and Nicobar Islands. So far as Kashmir is concerned, that State also, I believe, they have not visited.

Shri Velayudhan: The hon. Minister said that Government had not received the Report. May I know whether the Commission has submitted its report to the President?

Shri Datar: I may inform the hon Member that the report has not been submitted either to the Government of India or to its Head, the President.

सरदार ए० एस० हुकम सिंह: क्या मैं जान सकता हूं कि बैकवर्ड क्लासेस कमीशन जब वह हर स्टेट में गया था तो उन सब गैर-सरकारी संस्थाओं से मिला था जो कि बैकवर्ड क्लासेस की भलाई के कार्य कर रही हैं?

श्री दातार: जी हां, नान-आफिशल संस्थाओं से मिला था।

सेठ गोविन्द दास: यह जो बैकवर्ड क्लासेस कमीशन हैं क्या यह सभी राज्यों में हो आया हैं. और सभी राज्यों की रिपोर्टें इसको मिल गई हैं या अभी कुछ मिलनी बाकी हैं और कहां कहां और किन किन गैर-सरकारी संस्थाओं से यह मिला हैं?

श्री दातार: सभी राज्यों की रिपोर्ट इसको मिली हैं और यह अपनी रिपोर्ट इस महीने के आखिर में देने वाला हैं।

सेठ गोविन्द दास: मेरा एक सवाल और था कि किन किन गैर-सरकारी संस्थाओं को यह कमीशन मिला हैं?

श्री दातार: यह जानने के लिए नोटिस मिलना जरूरी हैं।

JANTA COLLEGES

*540. **Shri D. C. Sharma:** Will the Minister of **Education** be pleased to refer to the reply to the supplementary question raised on starred question No. 522 asked on the 30th November, 1954 and state the estimated cost of maintenance of the Janta colleges referred to therein?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): Average maintenance (Recurring) expenditure is estimated to be about Rs. 24,000/- per annum per college.

Shri D. C. Sharma: May I know if the Government of India have formulated a new policy with regard to rural education, and if so, what the place of these Janta colleges will be in that?

Dr. M. M. Das: If the hon. Member means the Rural Higher Education Committee, then I may tell him that the report of the Committee is under the consideration of the Government.

Shri D. C. Sharma: May I know if there is any truth in the fact that 60 acres of land were to be allotted to the Janta college at Alipur, and only 1 acre of land has been given so far?

Dr. M. M. Das: The Janta college at Alipur is managed by the Delhi State Government and we have got no precise information on this point.

Shri D. C. Sharma: May I know the amount of grant that the Central Government have given to the State Governments for the establishment of these Janta colleges in 1954?

Dr. M. M. Das: Grants are offered to the State Governments on a matching basis. The Central Government share 60 per cent. of the recurring expenditure in the first year, 50 per cent in the second year and 33-1/3 per cent in the third year.

Shri T. S. A. Chettiar: In view of the fact that the grants to meet the recurring expenditure are reduced every year and they become nil after three years, has it come to the notice of Government that the Janta colleges which started enthusiastically will disappear after three years?

Dr. M. M. Das: These conditions were imposed from the very beginning. So the State Governments, when they participated in this scheme, knew about the grants that they would receive from the Central Government.

Shri Gidwani: How many such colleges have been started in various States?

Dr. M. M. Das: 21, in all up till now.

POLICEMEN

*541. **Shri Raghunath Singh:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that three policemen including an assistant sub-inspector of police were held captive by some tribesmen of Bhagabatipara near Khoirabari in Mangaldoi; and

(b) if so, the reasons therefor?

The Deputy Minister of Home Affairs (Shri Datar): (a) No.

(b) Does not arise.

INDO-AMERICAN TECHNICAL CO-OPERATION PROGRAMME

*542. **Shri Heda:** Will the Minister of **Finance** be pleased to lay a statement on the Table of the House, showing:

(a) the number of Industrial technical teams from the U.S.A. which have

arrived so far in India under the Indo-American Technical Co-operation Programme; and

(b) the specific industries that have been assigned to them?

The Parliamentary Secretary to the Minister of Finance (Shri B. R. Bhagat): (a) and (b). A statement is laid on the Table. [*See* Appendix III, annexure No. 49].

Shri Heda: What are the industries including in the group of 'light engineering'?

Shri B. R. Bhagat: It is given in the statement itself, light industries such as electric fans, bicycles, hurricane lanterns etc.

MERIT SCHOLARSHIPS

*543. **Shri V. P. Nayar:** Will the Minister of **Education** be pleased to lay a statement on the Table of the House showing:

(a) the number of applications received for Merit Scholarships in Public Schools in 1954; and

(b) the number of students to whom these scholarships have been granted during the same period?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) and (b). A statement is placed on the Table of the House [*See* Appendix III, annexure No. 50].

Shri V. P. Nayar: I find that 3905 applications were received for scholarships in Public Schools, out of which 65 have already been given. Could I know the value of each of these 65 scholarships?

Dr. M. M. Das: This year the amount of expenditure on the part of the Central Government for these 65 candidates will be about Rs. 70,000.

Shri V. P. Nayar: In view of the fact that the Secondary Education Commission has categorically recommended that the Public School system should be done away with in India, and also in view of the fact that Government have accepted the policy, as was stated by the Minister a few days back, may I know what were the special reasons for which Rs. 70,000 were wasted on 65 scholarships?

Dr. M. M. Das: It is not quite correct that the Secondary Education Commission has repudiated it categorically. What the Commission says is that in principle Government should not take any part in giving grants to these Public Schools. But the aims and objects so far as this scheme is concerned, are to make available to poor and meritorious students the advantages of these public schools.

Shri V. P. Nayar: Is it not a fact that Public Schools admit students to those institutions from among the very rich people and that the cost of education in Public Schools is so prohibitive that it is not possible for poor students to come and join the Public Schools, so that all these scholarships will naturally go to the rich people?

Dr. M. M. Das: It is an internal matter of the Public Schools. I am not aware of it.

Shri V. P. Nayar: May I know whether the Government are aware that the cost of education in Public Schools is several times that of education in any other school?

Dr. M. M. Das: It may be.

Shri Velayudhan: Apart from the amount spent on scholarships, can Government give a statement regarding the total expenditure spent on all these Public Schools by the Government of India?

Dr. M. M. Das: Most of these Schools are managed by private bodies.

Shri Velayudhan: No, no.

Shri Sarangadhar Das: May I know if there is any record kept of the amounts that have been granted as scholarships to poor students?

Dr. M. M. Das: These schemes are meant only for poor and meritorious students.

विद्यार्थियों में अनुशासनहीनता

*५४४. **श्री विभूति मिश्र:** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार विद्यार्थियों में से अनुशासनहीनता को सक्रिय रूप से मिटाने के लिए कोई योजना बना रही हैं, और

(ख) यदि हां, तो उसकी विस्तृत बातें क्या हैं और कब तक इसके क्रियान्वित होने की आशा है?

शिक्षा मंत्री के सभासचिव (डा० एम० एम० दास): (क) हां।

(ख) इसका विवरण सभा के सामने है। [देखिए परिशिष्ट २, अनुबन्ध संख्या ५९]।

श्री विभूति मिश्र: क्या मैं जान सकता हूं कि विद्यार्थियों के अन्दर अनुशासनशीलता बनाए रखने के लिए क्या सरकार पाठ्यक्रम और अध्यापकों के रहन सहन में फर्क लाना चाहती है?

डा० एम० एम० दास: सरकार जिन बातों पर ज्यादा जोर देती है, वे सब विवरण में हैं।

Mr. Chairman: Seth Govind Das.

Shri Bhibhuti Mishra *rose—*

Mr. Chairman: I have called Seth Govind Das.

सेठ गोविन्द दास: जहां तक विद्यार्थियों में अनुशासनहीनता का प्रश्न है, क्या सरकार के पास भिन्न भिन्न राज्यों से इस प्रकार की कोई रिपोर्टें आती हैं कि विद्यार्थियों में विशेष रूप से अनुशासनहीनता किस किस राज्य और किस किस स्थान पर है?

डा० एम० एम० दास: नहीं, ऐसी रिपोर्ट केन्द्रीय सरकार को नहीं मिली है।

श्रीमती तारकेश्वरी सिन्हा: क्या मैं जान सकती हूं कि क्या सरकार के पास यह जानने का कोई साधन है, और क्या सरकार ने इस बात की तहकीकात करने की कोशिश की है कि इन दो चार पांच वर्षों में अनुशासनहीनता इतनी बढ़ती क्यों जा रही है?

डा० एम० एम० दास: सरकार कोशिश करती है।

Economic Survey in Jammu and Kashmir

*545. **Shri Ibrahim:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether any survey of the economic conditions in Jammu and Kashmir was undertaken by the Central Government after 1947; and

(b) if so, what was the expenditure on this survey and what were its findings?

The Deputy Minister of Home Affairs (Shri Datar): (a) No.

(b) Does not arise.

श्री इब्राहीम: क्या आयन्दा कुछ ऐसा सर्वे करने का ख्याल है?

श्री दातार: नहीं।

Smuggling

*546. **Shri Sarangadhar Das:** Will the Minister of **Finance** be pleased to state:

(a) the total number of cases of smuggling of goods detected from the former French settlements between January, 1954 and December, 1954;

(b) what is the estimated value of these goods; and

(c) in what way these articles have been disposed of?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) The total number of such cases was 4,360.

(b) The estimated value of the goods thus seized is Rs. 14,14,000.

(c) In some of these cases, where warranted the seized goods were confiscated absolutely, that is to say, without allowing any option to redeem the goods on payment of a fine. In

other cases the option to redeem the goods on payment of fine in lieu of confiscation was allowed. Where the goods were either confiscated absolutely or the goods were not redeemed on payment of fine, they were disposed of ordinarily by public auction.

Some of the cases are still under adjudication.

Shri Sarangadhar Das: May I know what articles were mostly smuggled out?

Shri A. C. Guha: I can give a list of the articles generally smuggled by that route. I cannot say definitely what were the articles seized in that particular period:—Precious stones, jewellery, playing cards, fountain pens, clocks, watches cigarettes, liquor etc. are on the import side and on the export side, livestock, pulses, foodgrains, edible oils, oilcake etc.

Dr. Ram Subhag Singh: In reply to part (c) of the question, the hon. Minister said that the cases are still under adjudication. May I know the procedure in such cases for the disposal of the goods seized, and how soon they are disposed of?

Shri A. C. Guha: I have stated that some of the cases are still under adjudication and I have also stated that generally they are disposed of by public auction.

Shri Veeraswamy: May I know the amount realised from the auction of these commodities?

Shri A. C. Guha: I am not sure; I think the figure Rs. 14,14,000 would be the price realised. Anyhow, I would like to have notice. Otherwise we could not give the definite price of the articles seized.

मुद्रा का चोरी छिपे ले जाना

४५४७. डा० राम सुभग सिंह : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिसम्बर, १९५४ में सान्ताक्रूज हवाई अड्डे पर सीमा शुल्क अधिकारियों ने एक विदेशी के पास से, जो देश से बाहर जा रहा था, बहुत से नोट बरामद किए थे, और

(ख) उस व्यक्ति के पास से कितने मूल्य के नोट निकले?

राजस्व और व्यय मंत्री (श्री ए० सी० गुहा): (क) तथा (ख). जी हां, सान्ताक्रूज हवाई अड्डे के सीमाशुल्क अधिकारियों ने १२ दिसम्बर, १९५४, को एक विदेशी के पास से जो देश से बाहर जाने को था, १,२८,५२८ रुपए के भारतीय नोट बरामद किए थे।

Sir, I should add that I am not happy with the word 'baramad'. I mean to say that these things were seized.

Dr. Ram Subhag Singh: May I know the name and nationality of the person who was carrying on these things and whether he is under arrest or he has been let off?

Shri A. C. Guha: The name of this person is Ferrari and he is an Italian. I think I should add that his parents must have given him the correct name because true to his name he is now a *pharar* from the country.

Dr. Ram Subhag Singh: May I know on what business that gentleman had come to India and under what name?

Shri A. C. Guha: He came under this name on the 5th December and he tried to go with all these things on the 12th December. His passport was impounded but still he somehow surreptitiously got into an Italian steamer and escaped. Now, I think, we may try to have him repatriated on some negotiations with the Italian Government. I cannot give any assurance.

Dr. Ram Subhag Singh: Is it true that the police or persons who are in charge of patrolling those areas, the port areas etc., usually connive and allow such persons to escape and whether the Minister or the Government as a whole is in a position to state categorically whether they are taking any adequate action to prevent such things?

Shri A. C. Guha: I have stated that since this thing was detected, we handed over the case to the Special Police Establishment and his passport was impounded. I have every reason to believe that all possible precautions were taken but even then he somehow entered or boarded an Italian steamer surreptitiously and escaped. I do not think this insinuation made in the question is quite correct, yet if the hon. Member has got anything which can give a clue as to his escape we shall welcome that.

Dr. Ram Subhag Singh: That is my point, Sir. Unfortunately, the Cabinet Minister is absent. This happened in the Laik Ali case and cases of that nature where foreigners were allowed to escape.

Mr. Chairman: The hon. Member should only put a question to elicit information and not all this.

Dr. Ram Subhag Singh: What action have Government taken or propose to take to guard the outlets properly?

Mr. Chairman: The hon. Minister does not go beyond saying that all possible steps have been taken.

Shri A. C. Guha: I can also add that on the same date in Delhi there were two other foreigners, one Egyptian and another a Syrian, who were arrested and they were not able to escape. It is only the question of a particular person escaping because he got a steamer of his own nationality and the crew of that steamer might have helped him to escape in spite of the precautions that were taken.

Mr. Chairman: The Government or the smuggler, who got the upper hand, is the question. Mr. Kasliwal.

Shri Kasliwal: My question has been partly answered. I only wanted to ask at what stage the trial of these two persons is.

Shri A. C. Guha: I should like to have notice.

Shri Sarangadhar Das: May I know what action has been taken against the person or persons of the police force in whose custody this accused person was kept?

Shri A. C. Guha: He was not under police custody; and his passport was seized and impounded but he escaped without the passport.

JUVENILE DELINQUENCY

*550. **Shri S. C. Samanta:** Will the Minister of **Education** be pleased to state:

(a) the names of the States which have schemes for tackling the problem of child delinquency;

(b) whether Government have given any monetary help during 1954 to any of the Treatment Homes and Parent and Child Guidance Clinics established by State Governments or individuals;

(c) if so, how much; and

(d) to whom and when it was given?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) This is primarily the concern of the State Governments.

(b) Yes.

(c) Rs. 37,600/-

(d) (1) To the Government of Bihar in December, 1954. (Rs. 37,000/-).

(2) Manava Bharati, Mussoorie in October, 1954 (Rs. 600/-).

Shri S. C. Samanta: Is Government aware that reception homes have been set up by the Andhra Government and, if so, may I know whether any grant has been given to that State?

Dr. M. M. Das: No grant has been given to the Andhra Government.

Shri S. C. Samanta: May I know whether proper parental supervision will help to some extent, and as many parents in the villages are not in the

know how to bring up children, whether any arrangements will be made by Government to teach these parents so that their children may not turn delinquent?

Dr. M. M. Das: This subject is the concern of the State Government primarily.

श्रीमती कमलेन्दुमति शाह: क्या ऐसे बच्चों का इलाज करने के वास्ते कोई चिकित्सा भवन उत्तर प्रदेश में भी खोला जाने वाला है?

Dr. M. M. Das: I do not follow, Sir.

Mr. Chairman: It would be better to ask the U.P. Government because it is the concern of the State Government.

Shri M. D. Joshi: May I know what amount was given to the Bombay Government?

Dr. M. M. Das: The Central Social Welfare Board has given the Bombay Government Rs. 9,000 during 1954-55 for four different organisations.

Shri S. C. Samanta: May I know whether the Government are aware of the programme of work that is done by the institutions which are being helped by the Government through the State Government?

Dr. M. M. Das: Before sanction by Government, it is the practice of the Government to have in brief the activities of those organisations.

SYNTHETIC PETROL

*551. **Shri T. B. Vittal Rao:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether it is a fact that the Director, Fuel Research Institute, Dhanbad, has recently visited Kothagudam and has recommended that Coal of Singareni collieries is suitable for the manufacture of synthetic petrol; and

(b) if so, what decision has been arrived at in this regard?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) No, Sir.

(b) Does not arise.

Shri T. B. Vittal Rao: It was stated some time ago that the Government proposed to obtain necessary project reports from one or more firms of international repute. May I know in this connection whether any progress has been made with the setting up of a synthetic oil plant?

Shri K. D. Malaviya: Steps are being taken to obtain project reports.

Shri T. B. Vittal Rao: With which countries these firms are connected?

Shri K. D. Malaviya: Most probably Germany and America.

Shri S. V. Ramaswamy: Is it a fact that expert opinion is that hard coal is not used for making synthetic petrol and that soft coal is better? If so, is there any scheme to utilise the lignite at Neiveli for this purpose?

Shri K. D. Malaviya: There is a proposal before the Government in which some recommendations have been made that lignite of the south could also be used for synthetic oil manufacturing processes, but Government have not come to any conclusion and they hold no opinion on this.

Shri Chattopadhyaya: May I know the probable cost of this factory if it is going to be established?

Shri K. D. Malaviya: That is still a premature question at this stage.

Shri Sarangadhar Das: May I know if any action has been taken on the project reports submitted by Koppers Company of New York some two years ago?

Shri K. D. Malaviya: A few years ago a project report was asked for from Koppers and we got the report. We have now thought it proper to ask for more project reports in view of the fact that some advancement has been made in the processes. As soon as we get these project reports, we will take a decision in the matter.

Shri S. V. Ramaswamy: Is it a fact that in the Fuel Research Institute at Dhanbad, experiments are being made for making synthetic petrol and the lignite from Neiveli is also being subjected to experiments? May I know the results?

Shri K. D. Malaviya: Experiments are going on to find out the utility of our coal from the point of view of utilizing our coal to be converted into synthetic petrol and lignite also is being examined from that point of view.

Shri V. P. Nayar: In view of the fact that 400 million tons of lignite are said to be available in a single formation in Varkalai in Travancore-Cochin, may I know whether that particular lignite has been analysed?

Shri K. D. Malaviya: We have not come to any conclusion as to whether lignite is considered suitable for making synthetic oil.

Shri Jaipal Singh: Is it a fact that a few years ago the Government of Orissa negotiated with a firm in France in regard to the erection of a synthetic petrol plant in Orissa? If the answer is in the affirmative, why is it that the Government of Orissa did not consult the Central Government according to the Lists of the Constitution?

Shri K. D. Malaviya: I am not aware that the Government of Orissa negotiated with any foreign concern for the installation of an oil plant there.

Audit Staff

***551-A. Shri K. C. Sodhia:** Will the Minister of Finance be pleased to state:

(a) the total strength of the Commercial Audit Staff in the Audit Department at present and by what number it is short of the actual requirements;

(b) what steps are being taken to recruit the necessary additional staff; and

(c) how the work is being managed at present?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): (a) The strength of the staff sanctioned for Commercial Audit, excluding Lower Division Clerks and Class IV Servants, is 542 out of which 523 posts have been filled. Only 19 posts remain unfilled.

(b) The following steps have been taken for getting the required additional suitable staff:—

(1) Chartered accountants and other Commercially qualified persons are being recruited

(2) A separate departmental examination (Commercial S.A.S.) with facilities for practical training has been introduced to train the existing staff for Commercial Audit.

(c) By the existing staff. The small shortage in the staff will gradually disappear as soon as suitable commercially qualified persons are available from the sources mentioned at (b) above.

Shri K. C. Sodhia: To what commercial undertakings are these people posted?

Shri M. C. Shah: They are just posted to Government commercial undertakings or semi-commercial undertakings.

Shri K. C. Sodhia: Do all Government commercial undertakings have the proper number of staff on their establishments?

Shri M. C. Shah: The Indian Audit and Accounts Department audit the Government commercial undertakings and semi-commercial undertakings.

Shri Damodara Menon: May I know the minimum qualifications required for recruitment into the commercial audit staff?

Shri M. C. Shah: Those who are experienced in commercial audit have to

take training in commercial undertakings for audit purposes and semi-commercial undertakings, and after that they have to pass a departmental examination.

Shri K. C. Sodhia: Has the paucity of the staff affected the audit work in any way?

Shri M. C. Shah: There is no paucity of staff. Only 19 posts remain unfilled out of which nine are Upper Divisin Clerks. We have already filled 523 posts out of 542 found necessary for the purpose.

AUDIT AND ADMINISTRATION

*552. **Shri M. S. Gurupadaswamy:** Will the Minister of Finance be pleased to state:

(a) whether the attention of Government has been drawn to the statement of Comptroller and Auditor-General of India about the immediate need for re-adjustment of the relations between Audit and Administration;

(b) if so, what are the views of Government on the above proposal; and

(c) whether Government propose to take any action thereon?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): (a) Yes, Sir.

(b) and (c). No specific proposal has been received by Government from the Comptroller and Auditor General. So far as the separation of Audit and Accounts is concerned, action is already being taken in the matter and, as indicated in the Budget Speech, the accounts of the three Departments are being separated with effect from the 1st April, 1955. On other matters, action will be taken as and when proposals are received from the Comptroller and Auditor-General.

Shri M. S. Gurupadaswamy: May I know whether, after the statement by the Government asked him to send in specific proposals for a re-adjustment in the relations between Audit and Administration?

Shri M. C. Shah: If the Auditor-General feels that a specific proposal should be made, he will make it. This occurred only in his speech delivered in Calcutta and from that this question has arisen.

Shri M. S. Gurupadaswamy: Does it mean that the words of the Comptroller and Auditor-General have no meaning at all till he sends specific proposals to Government?

Shri M. C. Shah: With regard to his Department, he has to make specific proposals and Government will immediately consider them.

Mr. Chairman: I think we shall have a better opportunity of discussing this when we come to the Budget debate.

Shri M. S. Gurupadaswamy: May I know whether the Government are aware of any factor which comes in the way of happy relations between Audit and Administration?

Shri M. C. Shah: No. The Government are not aware of any such thing.

CUSTOMS EMPLOYEES

*554. **Shri Gidwani:** Will the Minister of Finance be pleased to state:

(a) whether any orders have been issued by the Ministry of Home Affairs regarding grant of exemption to certain categories of displaced Government servants from passing the Departmental Examination for confirmation or crossing the efficiency bar; and

(b) if so, whether any action has been taken by the Indian Customs Authorities at Bombay, Calcutta and Madras on these orders?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) The Ministry of Home Affairs have made certain suggestions for the consideration of Ministries/Departments for the grant of exemption

from passing the departmental examination in the case of displaced Government servants employed in the organisations under their control.

(b) Their suggestions are being examined by the Revenue Division of the Ministry of Finance and final orders will be issued as soon as possible.

Shri Gidwani: May I know whether the Government have received representations from some of the displaced Government servants in the Custom House, Bombay, for having been refused exemption from passing the departmental tests?

Shri A. C. Guha: I should add that the hon. Member himself represented two cases, but, for obvious reasons, it was not possible to give them exemptions. In cases where some technical work has to be done and the officer has to pass that examination, showing his efficiency in the technical work, and in cases where we could not give exemptions, they were offered some other posts where technical knowledge was not required. One of them has agreed to accept the other post and the other has not agreed.

Shri Gidwani: Because they have long service at their credit—some of them have put in 20 to 25 years—will the Government consider their cases on compassionate grounds?

Shri A. C. Guha: It is only in consideration of their long service that we offered them some other job which would not require any technical knowledge. Even 20 years' service in a non-technical department would not entitle a man to be a suitable candidate for a technical department.

Mr. Chairman: That is only an appeal for compassion. Next question.

Transport Facilities

*555. **Shri Bishwa Nath Roy:** Will the Minister of Defence be pleased to state whether it is a fact that the transport and communication facilities in the Tarai regions near the Indo-Nepalese border in Uttar Pradesh and Bihar are inadequate for defence purposes?

The Deputy Minister of Defence (Shri Satish Chandra): It is considered that our requirements would be adequately met when the new roads which are under construction or which are likley to be taken up in the near future, are completed.

Shri Bishwa Nath Roy: May I know whether the attention of the Government has been drawn to the transport and communication difficulties which the Government authorities had to face last time, in the Butwal and Triveni side, on the occasion of the disturbances in Nepal?

Shri Satish Chandra: The road communications do require improvement, and it is hoped that with the completion of new construction programme, these difficulties will be adequately met.

Shri Bishwa Nath Roy: May I know whether there is any proposal under consideration of the Government at present for improving transport and communication on the Butwal and Triveni side?

Shri Satish Chandra: It is primarily for the State Government to plan the roads within its territory. We sometimes tell our requirements to the Ministry of Transport or to the State Government so that they can keep them in mind.

Shrimati Kamlendu Mati Shah: Is it true that in the districts of Tehri Garhwal and Garhwal also, the roads for defence purposes are inadequate?

Shri Satish Chandra: Yes. There is a definite need for the development of communications in that area. Road development programme is chalked out by the State Government in consultation with the Planning Commission and the Ministry of Transport.

Shri Bishwa Nath Roy: May I know whether any proposal has been sent by the Central Government to the State Government?

Shri Satish Chandra: The procedure is this: The State Governments, in consultation with the Transport Ministry and the Planning Commission, chalk out the programme. We see that programme and if there are any additional requirements, the same are indicated to them. Strategic roads form part of the general road development programme.

RESERVE BANK STAFF

*556. **Shri Randaman Singh:** Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that at the last joint meeting of the Reserve Bank's Standing Advisory Committee on agricultural credit and the Central Committee for Cooperation Training, an increase in the staff of the Reserve Bank dealing with agricultural credit was urged; and

(b) if so, whether Government have taken any action on the above proposal?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) Yes, Sir.

(b) The Reserve Bank will give effect to the proposal as soon as a decision is reached in respect of this and connected recommendations in the Report of the Survey.

श्री रनछमन सिंह: क्या माननीय मंत्री अपने उत्तर को हिन्दी में समझाने की कृपा करेंगे?

श्री ए० सी० गुहा: (क) जी, हां।

(ख) इस प्रस्ताव पर जब रिजर्व बैंक का फैसला हो जाएगा तब उस पर काम किया जाएगा।

श्री रनछमन सिंह: कब तक फैसला हो जाने की सम्भावना है?

श्री ए० सी० गुहा: जितनी जल्दी हो सकेगा।

GOLD IN BIHAR

*560. **Dr. Amin:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether any Gold belt has been discovered in Bihar by the Geological Survey of India recently; and

(b) if so, what amount has been spent on the prospecting of this belt and with what results?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) It is reported by the Director, Indian Bureau of Mines, that research and field work conducted by the Geological Division of the Damodar Valley Corporation in 1952, led to the location of gold in the Bihar Tertiary Gravel Belt.

(b) The information is being collected and will be laid on the Table of the House.

STATES REORGANISATION COMMISSION

*561. **Pandit M. B. Bhargava:** Will the Minister of **Home Affairs** be pleased to state:

(a) the names of the States and places so far visited by the States Reorganisation Commission, and the names of the States that it is likely to visit before submission of its Report; and

(b) whether the recommendations will be implemented before the next General Elections?

The Deputy Minister of Home Affairs (Shri Datar): (a) A statement indicating the names of the States and places visited by the States Reorganisation Commission upto 18th February, 1955, is placed on the Table of the House. [*See* Appendix III, annexure No. 52]. The Sates of Assam, Punjab, Uttar Pradesh, Patiala, and East Punjab States Union, Rajasthan, Saurashtra, Ajmer, Kutch, Manipur, Tripura as well as certain parts of West Bengal have still to be visited.

(b) Government are not in a position to make any statement at this stage.

Pandit M. B. Bhargava: May I know by what time the Commission is likely to finish its work and submit its report?

Shri Datar: Normally, by the end of June.

सेठ गोविन्द दास: क्या माननीय मंत्री जी को यह मालूम है कि अभी हाल ही में इस कमीशन के सदस्य श्री हृदय नाथ कुंजरू ने यह कहा था कि इस आयोग के सभापति के बीमार हो जाने के कारण यह नहीं बताया जा सकता कि इसकी रिपोर्ट कब आएगी, और ऐसी हालत में, यदि यह सत्य है, गवर्नमेंट क्या कर रही है कि कमीशन की रिपोर्ट शीघ्र से शीघ्र आ जाये ?

श्री दातार: मैं आनरेबल मेम्बर को यह बतला सकता हूं कि स्टेट्स रिआर्गनाइजेशन से टाइम एक्स्टेन्ड करने के बारे में कुछ सूचना नहीं आई है।

सेठ गोविन्द दास: क्या माननीय मंत्री जी कम-से-कम इस बात का आश्वासन देंगे कि सरकार इसका प्रयत्न करेगी कि आगामी चुनाव के पहले इस की रिपोर्ट आ जाए और रिपोर्ट आने पर सरकार अपनी नीति भी घोषित कर दे कि इस सम्बन्ध में सरकार क्या करने वाली है ?

श्री दातार: यह आश्वासन बहुत व्यापक स्वरूप का है, इस वास्ते कोई आश्वासन देना सम्भव नहीं है।

Shri Basappa: May I know whether it has come to the notice of the Government that any delay in submitting the report will lead to dissatisfaction in the country?

Mr. Chairman: That is imparting information for necessary action. Next question.

भूतपूर्व सैनिक

*५६२. **डा० सत्यवादी:** क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या केन्द्रीय सरकार ने पेप्सू के भूतपूर्व सैनिकों को बसाने के लिए नई बस्तियों की स्थापना के सम्बन्ध में कोई योजना तैयार की है; और

(ख) यदि हां, तो उसका ब्योरा क्या है ?

रक्षा उपमंत्री (सरदार मजीठिया): (क) जी, हां।

(ख) स्कीम की खास बातें यह हैं।

पटियाला, संगरूर और कपूरथला जिलों में तीन बस्तियां बनाई जाएंगी जिनमें १०० भूतपूर्व सैनिक फी बस्ती के लिहाज से बसाए जाएंगे। बेकार जमीन को खेती के काम में लाने, सड़कें, मकान और सामाजिक संस्थाएं बनाने और सिंचाई की सुविधाएं देने के लिए राज्य सरकार जिम्मेवार होगी। केन्द्रीय सरकार ७५० रुपया फी बसने वाले के लिहाज से देगी और बाकी खर्च के कुछ हिस्से के लिए कर्ज भी देगी। हर एक बस्ती के लिए जमीन वहां की कोआपरेटिव सोसाइटी को दी जाएगी जो कि अपने मेम्बरों यानी बसने वाले भूतपूर्व सैनिकों को बांटेगी। हर एक बसने वाले को १० एकड़ जमीन खेती के लिए दी जाएगी और वह ५०० रुपया बस्ती के खर्च के लिए, जो कि ४,००० रुपयों से ऊपर की बसने वाले के हिसाब से होगा, देगा। हर एक बसने वाला अपनी खेती अलग अलग करेगा।

डा० सत्यवादी : क्या मैं जान सकता हूं कि यह जो बस्तियां हैं उन में वही भूतपूर्व सैनिक बसाए जाएंगे जो पेप्सू के निवासी हैं ?

सरदार मजीठिया: नहीं उनके लिए ही नहीं हैं। इस काम के लिए एप्लिकेशन्स मंगाई जाएंगी और उन में से लोगों को चुना जाएगा।

डा० सत्यवादी: जिन लोगों को यहां चुना जाएगा उनके लिए क्या कोई खास क्वालिफिकेशन्स मुकर्रर की गई हैं कि किस आधार पर उन को चुना जाएगा ?

सरदार मजीठिया: आम तौर पर वही क्वालिफिकेशन्स हैं जो पहले बता दी गई हैं, उन में से कुछ यह हैं कि उनके पास पांच एकड़ से ज्यादा

जमीन न हो, उनका कांडक्ट 'गुड' से कम न हो।

सरदार ए० एस० सहगल: क्या मंत्री महोदय यह बताएंगे कि एक्स-सर्विसमैन को बसाने के लिए मध्य प्रदेश में बस्तर के इलाके में मध्य प्रदेश की सरकार की सलाह से एक नई कालोनी बसाने का प्रबन्ध किया जा रहा है?

सरदार मजीठिया: सवाल तो पटियाला के बारे में है मगर अगर मध्य प्रदेश सरकार वहां जमीन देने को तैयार हो तो इस पर भी विचार किया जा सकता है।

डा० सत्यवादी: यह स्कीम इस वक्त किस स्टेज पर है और कब तक पूरी तरह से चालू हो जाएगी?

सरदार मजीठिया: अभी तो जमीन इक्वायर की गई है और उम्मीद करते हैं कि बसाने का काम जल्दी शुरू हो जाएगा।

SCHEDULED CASTES AND SCHEDULED TRIBES

*564. **Shri Deogam:** Will the Minister of **Home Affairs** be pleased to refer to the reply given to starred question No. 1448 on the 21st December, 1954 and state:

(a) the total amount actually sanctioned by the Central Government for the welfare schemes for the Scheduled Castes and Scheduled Tribes for the year 1954-55 to the Bihar State;

(b) the nature of the main schemes on which the amount is proposed to be spent; and

(c) the amount already spent on different schemes?

The Deputy Minister of Home Affairs (Shri Datar): (a) to (c). A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 53].

Shri Thimmaiah: May I know what is the total amount of lapse during the years 1953-54 and 1954-55 and the reasons for the lapse?

Shri Datar: So far as the first part of the question is concerned I ask for notice. So far as the latter part is concerned, the year 1954-55 has yet to go.

STATES REORGANISATION COMMISSION

*566. **Shri M. L. Agrawal:** Will the Minister of **Home Affairs** be pleased to state:

(a) how far the work of the States Reorganisation Commission has progressed; and

(b) whether the Commission has submitted any interim report?

The Deputy Minister of Home Affairs (Shri Datar): (a) I would invite the attention of the hon. Member to the Statement I just laid on the Table of the House in reply to part (a) of the earlier question No. 561. [*See* Appendix III, annexure No. 52].

(b) No.

Shri M. L. Agrawal: Will the hon. Deputy Minister give an assurance that no action would be taken on the recommendations of the Commission without obtaining and giving due weight and consideration to the views thereon of this House and of the States concerned and affected by their recommendations?

Mr. Chairman: Will those recommendations be laid before the Parliament; that is what he wants to know.

Shri Datar: I can point out that no final action will be taken before the matter has been considered and resolved by the two Houses.

श्री चट्टोपाध्याय: क्या मैं जान सकता हूं कि अब तक इस कमीशन पर कितने रुपए खर्च किए गए हैं?

श्री दातार: यह जानने के लिए नोटिस चाहिए।

Shri T. B. Vittal Rao: When this Commission was appointed and this announcement was made, it was stated that they should submit the report by the end of 1955; but in the

meantime if the Commission desired they could submit an interim report. I want to know whether the Government of India enquired of the States Reorganisation Commission whether they were going to submit an interim report or not?

Mr. Chairman: It was left to the Commission to submit an interim report if they so desired. Therefore there was no necessity for the Government to enquire of them. If the Minister desires he can answer the question.

Shri Datar: Sir, I have answered this very question a number of times in this House. I can point out to the hon. Member again that what has been stated in our terms of reference is that it is open to them, if they so desired, to submit an interim report. It is no longer necessary for us to call for a supplementary report.

Shri M. D. Joshi: May I know whether the report is likely to be delayed owing to the appointment of one of the members as Governor of a State?

Shri Datar: This is news for me, Sir.

Mr. Chairman: Then he need not answer it.

सेठ गोविन्द दास: माननीय मंत्री जी ने अभी यह कहा कि यह बात उस कमीशन के ऊपर निर्भर करती है कि वह बीच में अपनी कोई रिपोर्ट निकालना चाहता है या नहीं। मैं यह जानना चाहता हूं कि इस देश में लोक मत को जानने के बाद कि लोग उस रिपोर्ट के कम-से-कम कुछ भागों को जल्दी-से-जल्दी देखना चाहते हैं, क्या सरकार कमीशन को यह नहीं कह सकती कि क्योंकि उसको पूरी रिपोर्ट देने में देरी हो रही है इसलिए वह बीच की रिपोर्ट दे और सरकार उसे प्रकाशित करने की कृपा करे?

Shri Datar: Sir, there is no need for calling for any interim report at all in this connection because the Commission are seized of all the questions and if they think it necessary, it is open to them to submit an interim report. Now, in the course of the next few months we shall be receiving the final report itself.

World Bank Loans

*567. **Shri H. N. Mukerjee:** Will the Minister of Finance be pleased to state:

(a) the total amount borrowed by India so far from the World Bank;

(b) whether it is a fact that loans from the World Bank are usually earmarked by the Bank for the carrying out of certain special projects of its choice; and

(c) whether our loans from the World Bank entail any non-financial obligation on our part?

The Parliamentary Secretary to the Minister of Finance (Shri B. R. Bhagat): (a) $126·7 million.

(b) We put forward a proposition and the Bank is free after examination to accept it or to ask for another. The principles governing collaboration in project preparation and execution will be found set out in Chapter I of the Bank's Ninth Annual Report (1953-54), a copy of which is available in the Library.

(c) No, Sir.

Shri H. N. Mukerjee: Is it a fact, Sir, that in the Damodar Valley project the Bokaro Thermal Station got priority over the dams on account of the World Bank's insistence on it as a pre-condition for its loan and that reports had to be submitted to the Bank regarding the work which would also be inspected from time to time by the Bank's experts?

Shri B. R. Bhagat: Sir, this is a very old story and this has been debated often times in this House during the last three/four years. It is not wholly a fact that it was on the insistence of the Bank that this Thermal Power Station was given priority, but in the initial stages on the Voorduin Report and others somehow or other the Government took a decision that this should have priority. As far as the second part of the question that the Bank is to be supplied

with the reports—I think the hon. Member asked for it—

Mr. Chairman: Yes, yes.

Shri B. R. Bhagat: I think, although under the article the Bank is precluded from having any interference in the affairs of a loan receiving country, it is in the very nature of the Bank's responsibilities to see how the work is going on and whether it is going on according to schedule. The receiving countries give the report to the Bank about the specific project, but there is no compulsion about all these things.

Shri H. N. Mukerjee: May I know what proportion of the loans so far has been spent by way of purchase of goods and services from American sources like the Kuljian Corporation which got, on the Bank's insistence, the contract for the Bokaro Konar Station?

Shri B. R. Bhagat: This is a question which requires some details and for this I require notice.

Import Duty on Gifts

*570. **Shri Sarangadhar Das:** Will the Minister of **Finance** be pleased to state:

(a) whether there is any proposal to amend the rules governing the collection of import duties on gifts;

(b) whether Government are aware that in certain cases duty paid by the recipient is more than the actual cost of the article in the country from where it is sent; and

(c) if so, whether Government will consider the proposal of charging duty from the consignee at a rate proportionate to the price prevailing in that country?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) No, Sir.

(b) Articles whether for sale or sent as gifts are liable to pay duty one and the same rate prescribed in the First Schedule to the Indian Tariff Act; usually it should be less than their cost.

(c) This is already the case, except where the rate of duty under the law is 100 per cent. *ad valorem* or more.

भूतपूर्व ब्रिटिश कर्मचारियों को निवृत्ति वेतन

*५७९. **डा० राम सुभग सिंह:** क्या वित्त मंत्री ८ दिसम्बर, १९५४ को दिए गए तारांकित प्रश्न संख्या ६१६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि:

(क) क्या राष्ट्रमंडल सम्पर्क कार्यालय, ब्रिटेन, से भारत सरकार के भूतपूर्व ब्रिटिश कर्मचारियों के निवृत्ति वेतनों के भुगतान के कार्य को लेने के सम्बन्ध में कोई निर्णय किया गया है;

(ख) यदि हां, तो वह निर्णय कब तक क्रियान्वित किया जाएगा; और

(ग) इस परिवर्तन के द्वारा सरकार को अनुमानतः कितनी राशि की बचत होगी?

वित्त मंत्री (श्री सी० डी० देशमुख): स्थिति बहुत हद तक वही है जो मैंने अपने पहले उत्तर में बताई थी, पर मैं समझता हूं कि इसी अधिवेशन में मैं इस प्रश्न पर विस्तृत विवरण प्रस्तुत कर सकूंगा।

डा० राम सुभग सिंह: क्या मंत्री महोदय इस बात का संकेत दे सकेंगे कि ट्रांसफर करने के लिए क्या कदम उठाए जा रहे हैं?

श्री सी० डी० देशमुख: मुझे आशा है कि मैं एक दो महीने में यह विस्तृत विवरण प्रस्तुत कर सकूंगा।

Election Procedure

*572. **Shri Raghunath Singh:** Will the Minister of **Law** be pleased to state:

(a) whether it is a fact that Government propose to simplyfy the election procedure; and

(b) if so, what are the main features of the proposed changes?

The Minister in the Ministry of Law (Shri Pataskar): (a) Yes.

(b) The question is still under consideration.

श्री रघुनाथ सिंह : इस में कितना समय लगेगा ?

श्री पाटस्कर : एक महीना ।

Pandit D. N. Tiwary: Will the Minister give an idea in what direction this simplification is going to be made?

Shri Pataskar: It will be very difficult to give all the details, but shortly a Bill will be drafted and placed before the House.

Shri D. C. Sharma: May I know if questions with regard to nominations, withdrawals, scrutinies and election expenses are going to be thoroughly examined?

Shri Pataskar: Yes, they are also being thoroughly examined.

Shri M. L. Agrawal: May I take it that Government has no intention of proceeding further with the piecemeal Representation of the People's (Amendment) Bill which has come from the stage of the Select Committee?

Shri Pataskar: Yes, Government intend to bring forward a comprehensive measure on the subject.

BEACH ROAD AT VISAKHAPATNAM

***573. Shri Amjad Ali:** Will the Minister of **Defence** be pleased to refer to the reply given to starred question No. 1275 on the 23rd September, 1954 and state:

(a) whether it is a fact that the major portion of the Beach Road of Visakhapatnam is still blocked by Defence establishment;

(b) whether it is also a fact that a representation in this connection was made to the Minister of Defence Organisation on his recent visit to that place; and

(c) if so, what action has been taken or is being taken to make arrangements for through traffic there?

The Deputy Minister of Defence (Sardar Majithia): (a) The road is partially blocked, but a diversionary road is available for use of the public.

(b) Yes; a representation was made to the Defence Minister.

(c) The proposal is under consideration.

Shri Amjad Ali: With regard to part (b) of the question, may I know what reply the Minister of Defence gave to the representatives when he visited that place?

Sardar Majithia: I have already said that the proposal is under consideration, and the Minister could not give any other reply but that it will be considered.

Shri Amjad Ali: May I know how long this state of affairs is likely to continue?

Sardar Majithia: The proposal is an extensive one. As the hon. Member probably knows, the Municipality now want that a Beach Road like Marine Drive should be provided. That is a major project, and it will naturally take some time.

EXPERT ON FOUNDRIES

***575. Shri T. B. Vittal Rao:** Will the Minister of **Education** be pleased to state:

(a) whether Government intend to extend the service of the American Expert on Foundries obtained under the Point Four Programme after the 1st August, 1955;

(b) if so, under what circumstances; and

(c) the progress of practical training of foundry supervisors and foremen at the Indian Institute of Technology, Kharagpur?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) Yes.

(b) The services of the expert are needed for conducting short-term courses for the training of Foundrymen and for assisting in the establishment of the permanent Foundry Training Centre.

(c) Two short-term courses have been completed with 19 and 17 students, respectively. The third course is in progress with 27 students.

Shri T. B. Vittal Rao: May I know for how many years his term has been extended?

Dr. M. M. Das: If the hon. Member means the American Expert, I must submit that it is proposed to have extension of his term up till July, 1956.

SYNTHETIC RICE

*576. **Dr. Amin:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) the amount spent so far on the development of the process for the production of synthetic rice; and

(b) the cost at which synthetic rice is produced at present?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) The researches on synthetic rice were conducted as a part of the normal programme of the Central Food Technological Research Institute, Mysore. No separate accounts are maintained for individual research projects of the institute.

(b) Production of synthetic rice has not yet commenced.

Shri Ramachandra Reddi: May I know whether the process is to be continued and, if so, what is the recurring expenditure annually?

Shri K. D. Malaviya: The reseach work on this project has more or less been completed, and now the Central Food Technological Research Institute has placed an order for a pilot plant. As soon as the machine arrives they will have manufacture on a pilot scale.

Shri Ramachandra Reddi: May I know whether the process will still be continued even after food production has been increased?

Shri K. D. Malaviya: As I have said many times, this has no relation to scarcity of food. It was already stated by me some time back that this experiment is more or less connected with giving to poor people a more nutritious food and thus getting better uses of tapioca which is produced in abundance in the South.

Shri Chattopadhyaya: May I know whether it is a fact that the Minister treated some of his guests to this synthetic rice some months ago and, if so, what results that synthetic rice produced?

Shri K. D. Malaviya: It is not a correct news which has been given to my friend.

Shri Chattopadhyaya: Thank you!

Mr. Chairman: He wanted to know whether the Minister had experience about the results.

Shri K. D. Malaviya: I have tasted the food; it is quite good, Sir.

Shri Veeraswamy: In view of the fact that the food position is quite satisfactory in our country, what is the need for continuing this research?

Mr. Chairman: That question has already been answered. Perhaps the hon. Member did not follow. The Deputy Minister said that it has no relation to the scarcity of food.

Shrimati A. Kale: What would be the approximate price of that rice when it is put in the market?

Shri K. D. Malaviya: I can give no idea at present.

CENTRAL INSTITUTE OF EDUCATION

*577. **Shri S. C. Samanta:** Will the Minister of **Education** be pleased to state:

(a) what new research works were taken up during 1954-55 in the Central Institute of Education, Delhi, and

how far they have progressed till now;

(b) which of the researches have helped or are likely to help the adaptation of aptitude tests;

(c) how many students worked in this Institute on research during the same period; and

(d) how many of them were girl students?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) and (b). A statement is laid on the Table of the Lok Sabha. [*See* Appendix III, annexure No. 54].

(c) 32 (M.Ed. 20 and Ph.D. 12).

(d) Ten (M.Ed. 5 and Ph.D. 5).

Shri S. C. Samanta: May I know whether only the students that pass from this Central Institute in M. Ed. are taken as research students or whether outside students are also taken?

Dr. M. M. Das: It is not possible for me to commit myself, but so far as my knowledge goes, only the students who are doing some research in this institution and who are studying in this institution carry out the research work.

Shri S. C. Samanta: If that is so, may I know whether, for this M.Ed. course that is taught there, students from different States are taken in?

Dr. M. M. Das: Yes, Sir.

Shri B. K. Das: May I know whether any research papers have been published by this Institute?

Dr. M. M. Das: I have not got any information about that.

Sardar A. S. Saigal: What is the expenditure on these researches, may I know?

Dr. M. M. Das: This research work is a part of the normal activities of the institution. So I do not think that any extra expenditure is incurred for carrying out this research.

Shri S. C. Samanta: The Parliamentary Secretary said that students from different parts of India are taken in. May I know whether there is any quota for the States?

Dr. M. M. Das: So far as my information goes, there is no quota, but there are a limited number of seats and there is some particular qualification prescribed for admission.

Merit Scholarships

*578. **Dr. S. Nyawadi:** Will the Minister of Education be pleased to state:

(a) the number of Government of India Public Schools Merit Scholarships sanctioned for the next financial year in each income group and the total sum sanctioned therefor; and

(b) the number of scholarships earmarked for students belonging to the Scheduled Castes?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) No rigid number of scholarships is fixed for any income group. A sum of Rs. one lakh is being provided for the award of scholarships during the next financial year.

(b) 17½ per cent. of the total number of scholarships to be awarded has been reserved for suitable candidates belonging to Scheduled Castes, Scheduled Tribes and Other Backward Classes.

Shri Jangde: What was the necessity of creating these special merit scholarships, and what are the special features of the Public School education?

Dr. M. M. Das: In reply to another question I have said that the main purpose of this scheme of scholarships is to make the advantages of education given in Public Schools available to the poor and meritorious students in the country.

Shrimati A. Kale: May I know what is the difference between the merits of Scheduled Castes and non-Scheduled Castes?

Dr. M. M. Das: There is no difference between the merit of the Scheduled Castes and non-Scheduled Castes, but some scholarships have been reserved for Scheduled Castes, Scheduled Tribes and Other Backward Classes.

Shri Jaipal Singh: In reply to part (b) of the question the Parliamentary Secretary said that certain numbers had been reserved for Scheduled Castes, Scheduled Tribes and other Backward Classes. May I know whether the proportion of disposition of these has already been specified in the reservation?

Dr. M. M. Das: In the reservation there is no other specification except that 17½ per cent. will be reserved for these classes.

Mr. Chairman: The Question Hour is over. There is a Short Notice Question (No. 2) by Shri S. N. Das. The hon. Member is absent. The answer to it will be treated as laid on the Table and printed in the debates.

WRITTEN ANSWERS TO QUESTIONS

Consortium of Banks and Insurance Companies

***535. Shri S. N. Das:** Will the Minister of **Finance** be pleased to state:

(a) whether the proposal for the setting up of a Consortium of leading banks and insurance companies for underwriting new issues of industrial shares and debentures, has been finalised by the Reserve Bank of India as suggested by an expert committee; and

(b) if so, the terms and conditions and rules and regulations of its working?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) The proposal was referred by the Reserve Bank of India to a Committee with the Managing Director of the Imperial Bank as Chairman. The Committee's report has been received and is now under the consideration of the Reserve Bank of India.

(b) Does not arise.

राष्ट्रीय छात्र सेना

*५२६. श्री भक्त दर्शन : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) चालू वित्तीय वर्ष में अब तक राष्ट्रीय छात्र सेना के कुल कितने शिविर लग चुके हैं, और

(ख) उन शिविरों में किस प्रकार के समाज-सेवा तथा रचनात्मक कार्य किए गए हैं?

रक्षा उपमंत्री (श्री सतीश चन्द्र): (क) २९८।

(ख) (१) सड़कों पगडंडियों, खेल के मैदानों तथा पाठशालाओं के कमरों का बनाना और मरम्मत।

(२) सिंचाई के लिए नालियों, बांधों तथा तालाबों का निर्माण।

(३) गांवों में मलेरिया तथा आहार संबंधी समस्याओं की जांच, स्वास्थ्य और स्वच्छता के महत्व पर बातचीत।

(४) चिकित्सा द्वारा सेवा।

(५) साक्षरता का प्रचार।

(६) ग्राम-जीवन की सामाजिक तथा आर्थिक व्यवस्था सम्बन्धी जांच।

(७) प्रथमोपचार तथा गृहोपचार।

(८) दन्तोपचार।

(९) सीने पिरोने की शिक्षा देना।

Air Force Reserve

***537. Shri Keshavaiengar:** Will the Minister of **Defence** be pleased to state:

(a) whether Government are forming or have already formed a Reserve for the Air Force;

(b) who are eligible to join this; and

(c) whether people holding 'A' flying licence can also join, and if not, why not?

The Deputy Minister of Defence (Sardar Majithia): (a) The intention is to form a Regular Air Force Reserve, an Air Defence Reserve and an Auxiliary Air Force. Our Air Force is still

young and there are not many officers and men who could be put on the Regular Air Force Reserve. Hence the formation of this Reserve will take some time. Details regarding the formation of the Air Defence Reserve are being worked out. It is proposed to raise the first Auxiliary Air Force Squadron shortly.

(b) and (c). A statement is laid on the Table of the House. [See Appendix III Annexure No. 55].

INDIANISATION OF NAVY

*539. **Shri Krishnacharya Joshi:** Will the Minister of **Defence** be pleased to state:

(a) the steps taken by Government for the Indianisation of the Navy during 1954; and

(b) the total number of Naval officers trained for this purpose?

The Deputy Minister of Defence (Sardar Majithia): (a) and (b). During 1954, 19 appointments held previously by British Officers were taken over by Indians. Three of them were senior appointments, one of them being the Deputy Commander-in-Chief and Chief of Staff.

The total number of Indian Naval Officers trained in U.K. since Partition is 151. They have been trained to meet the existing demands of the Indian Navy and not merely with a view to replacing the British Officers immediately. As and when they gather the requisite experience, the remaining 33 British Officers will be replaced.

RECRUITMENT TO GOVERNMENT SERVICES

*548. **Shri S. K. Razmi:** Will the Minister of **Education** be pleased to state:

(a) whether any decision to appoint a committee of specialists to examine the question of qualifications for recruitment to Government service in the various grades has been taken;

(b) if so, when the committee will be appointed;

(c) what will be the composition of the committee; and

(d) what will be their terms of reference?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes, Sir.

(b) Very shortly.

(c) and (d). The matter is under consideration.

SECOND FINANCE COMMISSION

*549. **Shri V. Missir:**
Shri Bhagwat Jha Azad:

Will the Minister of **Finance** be pleased to state:

(a) whether there is any proposal to appoint another Finance Commission which would submit its recommendations for the Second Five-Year Plan;

(b) if so, whether a Central Finance Commission or separate Commissions for different States will be appointed; and

(c) what will be their main functions?

The Minister of Finance (Shri C. D. Deshmukh): (a) to (c). I would invite the attention of the hon. Members to Article 280 of the Constitution which provides for the appointment of the Finance Commission and also prescribes its duties. It is hoped that the next Finance Commission would be appointed during the course of the coming year, after Government have received and considered the Report of the States Reorganisation Commission. As I have already stated in my Budget Speech, the question of the distribution of the net proceeds of the Estate Duty among the various States will also be referred to the Commission under Sub-clause (d) of Clause (3) of that Article. The question of referring any other matter to the Commission under that sub-clause would be considered at the time of its appointment.

VOLUNTARY EDUCATIONAL ORGANISATIONS

*553. **Shri B. D. Shastri:** Will the **Minister of Education** be pleased to state:

(a) how much grant has been given to Voluntary Educational Organisations during the current financial year;

(b) the names of the institutions to which money has been allotted; and

(c) whether reports are received from these organisations about their expenditure?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) to (c). The information is being collected and will be laid on the Table of the House.

CAMBRIDGE HIGHER SCHOOL CERTIFICATE

*557. **Shri Madhao Reddi:** Will the Minister of **Home Affairs** be pleased to state the reasons for the withdrawal of the recognition of Cambridge Higher School Certificate as an alternative qualification for recruitment to some of the services?

The Deputy Minister of Home Affairs (Shri Datar): Cambridge Higher School Certificate is not recognised as equivalent in standard to a University Degree. In cases, therefore, where University Degree has been prescribed as the normal standard for recruitment to a Service, candidates with Cambridge Higher School Certificates will no longer be eligible.

STATE SOCIAL WELFARE BOARDS

*558. **Th. Jugal Kishore Sinha:** Will the Minister of **Education** be pleased to lay a statement on the Table of the Lok Sabha showing:

(a) the amount of grants given to each State Social Welfare Board so far during 1954-55;

(b) the amount that has actually been spent; and

(c) the manner in which it has been spent?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) A statement giving the requisite information is attached. [*See* Appendix III, annexure No. 56].

(b) Actual expenditure is not yet known.

(c) Grants to the State Boards are intended for expenditure on the salaries and allowances of the staff and other miscellaneous items.

GOLD AND DOLLAR RESERVES

*559. **Shri Sadhan Gupta:** Will the Minister of **Finance** be pleased to state whether any part of the gold and dollar reserves of the sterling area is held in India?

The Minister of Finance (Shri C. D. Deshmukh): No, Sir.

DERBY LOTTERY

*562. **Giani G. S. Musafir:** Will the Minister of **Finance** be pleased to state:

(a) the amount that has been remitted against the purchase of Derby Lottery Tickets in 1952, 1953 and 1954 respectively; and

(b) the amount received in India as prize money on these tickets during the above period?

The Minister of Finance (Shri C. D. Deshmukh): (a) Government have no information, as the remittances must have been made through money orders statistics of which, purpose wise, are not being maintained.

(b) Government have no information but Rs. 5.31 lakhs. Rs. 13.32 lakhs and Rs. 3·71 lakhs are known to have been received into India on account of prizes won in lotteries in the U. K. during the years 1952, 1953 and 1954, respectively.

पाठ्य पुस्तकें

*५६५. श्री नवल प्रभाकर: क्या शिक्षा मंत्री बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि सरकार ने विश्वविद्यालय के विद्यार्थियों को पाठ्य पुस्तकें बांटने के लिए एक योजना बनाई है, और

(ख) यदि हां, तो इस योजना पर अनुमानतः कितना व्यय होगा ?

शिक्षा तथा प्राकृतिक संसाधन और वैज्ञानिक गवेषणा मंत्री (मौलाना आजाद): (क) नहीं, जी।

(ख) प्रश्न नहीं उठता।

AFRICAN STUDENTS

*568. **Shri Krishnacharya Joshi**: Will the Minister of **Education** be pleased to state:

(a) the total number of African Students who were given free education in Part B States during 1954; and

(b) the subjects taught to them during the same period?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Five (5).

(b) English, French, Latin, Mathematics, Indian History, World History, Logic, Hindi, Economics, Geography Civics, Physics, Chemistry and Biology.

FREE EDUCATION OF ABORIGINALS

*569. **Shri Heda**: Will the Minister of **Education** be pleased to state:

(a) whether Government have received any representation from the All India Educational Conference on the question of making the education of all aboriginals free:

(b) what other aspects of the problem of education among the tribals were stressed by the Conference: and

(c) the action thereon contemplated by Government?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) No

(b) The proceedings of the Conference have not been received.

(c) **Does not arise.**

YOUTH CAMPS AND FESTIVALS

*574. **Th. Jugal Kishore Sinha**: Will the Minister of **Education** be pleased to lay a statement on the Table of the House giving a brief report on the Youth Camps and Festivals?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): A statement is placed on the Table of the House. [*See* Appendix III, annexure No. 57].

ELLORA CAVES

*579. **Shri Krishnacharya Joshi**: Will the Minister of **Education** be pleased to state:

(a) whether Government have decided to bring out a comprehensive Monograph on the architecture, sculpture, paintings and inscriptions in the Ellora Caves; and

(b) if so, whether it will be published?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes.

(b) Yes.

NATIONALIZATION OF INSURANCE COMPANIES

*580. { **Shri Sarangadhar Das:**
Giani G. S. Musafir:

Will the Minister of **Finance** be pleased to state:

(a) whether any proposal to nationalise certain Insurance Companies is under the consideration of Government:

(b) if so, whether any decision has been taken so far:

(c) whether any committee has been appointed to study the working of nationalised insurance companies in other countries; and

(d) if so, whether any report has been submitted by this committee?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): (a) to (d). The question whether the insurance industry in India should be

nationalised or not has come up for departmental examination on several occasions in the past. The pros and cons of it together with its variants such as partial nationalisation, State entry into the field, continue to be studied even now. As part of this study, the Controller of Insurance who has recently proceeded to Australia and New Zealand under the facilities provided by the Colombo Plan, has been asked to utilise the opportunity of his visit to these countries to observe the working of the State-run insurance schemes there. No decisions have been taken.

NATURAL GAS

*581. **Dr. Amin:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether it is a fact that small pools of natural gas were found in Baroda, Jaghatia and Ankleshwar (Bombay State) and in Gogha (Saurashtra State) about 35 years ago; and

(b) if so, whether any plans have been made to explore these areas again and determine further possibilities of finding gas pools by applying new methods of prospecting natural gas?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) Yes, Sir.

(b) Geophysical Surveys of the region using magnetic, gravimetric and seismic methods, have been started by the Geological Survey of India to explore for indications of sub-surface structure which may have further possibilities for finding oil or gas pools.

EQUIPMENT AND TECHNICAL STAFF

*582. **Shri S. C. Samanta:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) the value of equipment received by the Geological Survey of India and the Indian Bureau of Mines under the Indo-American Technical Aid programme and under the Colombo Plan up to date;

(b) whether the programme of work of these two bodies are still being hampered for want of equipment;

(c) whether sufficient number of technical personnel have been recruited for the work; and

(d) if so, the number of persons recruited since 1950-51?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) The Indian Bureau of Mines has not yet received any equipment under the Indo-American Technical Aid Programme and the Colombo Plan. Information regarding equipment received by the Geological Survey of India is being collected and will be laid on the Table of the House.

(b) Yes, Sir.

(c) and (d). The required information is being collected and will be laid on the Table of the House.

Short Notice Question and Answer

INDO-U.S. CO-OPERATION

S. N. Q. No. 2. Shri S. N. Das: Will the Minister of **Finance** be pleased to state:

(a) the special questions which Mr. Harold Stassen, Director of the U.S. Foreign Operations Administration had come to discuss with the Government of India with regard to Indo-U.S. Co-operation,

(b) whether the talks that were held in this connection were confidential in nature;

(c) if not, what were the points discussed; and

(d) whether any future plan for Indo-U.S. Co-operation has been finalised?

The Minister of Finance (Shri C. D. Deshmukh): (a) Mr. Harold E. Stassen, Director of the Foreign Operations Administration of the U.S.A. came to India at the invitation of the Government to discuss problems of common interest in regard to the Indo-U.S. Aid Programme.

(b) There was nothing specially confidential in the talks, but since they were largely exploratory full disclosure is not always appropriate until final decisions are taken by the various authorities concerned.

(c) some indication of the points discussed was given by Mr. Stassen himself in the Press Conference that he held on 1st March, 1955. Briefly the discussions covered points such as the possibility of the continuance of U.S. aid to India and to the South and South-East Asia region for their economic development plans; the nature of the organisation that might be required for the purpose; and the form in which and the terms on which such assistance would be offered and would be acceptable.

(d) The plan discussed with Mr. Stassen have not been finalized. They have to be approved on the one hand by the U.S. Congress and on the other hand by our Government in consultation with the other member, Governments of the Colombo Plan Consultative Committee.

THE CENTRAL FOOD TECHNOLOGICAL RESEARCH INSTITUTE, MYSORE

129. **Dr. Amin:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) the number of publications which have been published by the Central Food Technological Research Institute, Mysore, since its inception; and

(b) the number among them which describe the research work or discoveries made at the Institute and the number which describe the work done by others?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) Four hundred and Sixty-nine (469).

(b) The number of papers and notes describing the original work done in the Institute of two hundred and fifty-six (256). Publications of a more general or popular type as also reviews, special articles etc., number two hundred and thirteen (213).

GEOLOGICAL SURVEYS

130. **Dr. Amin:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) the amount of money spent yearwise during the last five years on geological surveys;

(b) the number of reports submitted to Government; and

(c) the number of reports published by Government and made available to the public?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) to (c). A statement giving the required information is attached. [*See* Appendix III, annexure No. 58.]

THE CENTRAL FOOD TECHNOLOGICAL RESEARCH INSTITUTE, MYSORE

131. **Dr. Amin:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether it is a fact that the Central Food Technological Research Institute, Mysore, has worked out a process for the utilisation of tamarined for the manufacture of tartaric acid, alcohol etc.; and

(b) whether similar work was also undertaken in the year 1920 at the Indian Institute of Science at Bangalore?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) and (b). A statement giving the required information is attached. [*See* Appendix III, annexure No. 59.]

INTERNATIONAL GEOPHYSICAL COMPANY

132. **Shri N. B. Chowdhury:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether the Government of India have entered into any agreement with the International Geophysical Company in order to develop the mineral resources of the country; and

(b) if so, whether a copy of the agreement will be placed on the Table of the House?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) No, Sir.

(b) Does not arise.

LOANS AND GRANTS TO PUNJAB

133. **Dr. Satyawadi:** Will the Minister of **Finance** be pleased to state the

amount of loan and grants given to the State of Punjab every year beginning from 1947-48 and ending with 1953-54 for the following purposes:—

(i) Grow more food;

(ii) Minor Irrigation Projects;

(iii) Distribution of manure and fertilisers;

(iv) Industrial Development;

(v) Small Scale Cottage Industries;

(vi) Roads;

(vii) Tribal Welfare;

(viii) Welfare of Scheduled Castes;

(ix) Building of new Capital;

(x) Bhakra Project;

(xi) Increase of Educational facilities;

(xii) Community Projects;

(xiii) Rehabilitation of Displaced persons;

(xiv) Industrial Housing Scheme;

(xv) Improvement of Health Services; and

(xvi) Rural Electrification?

The Minister of Finance (Shri C. D. Deshmukh): The information is being collected and will be laid on the Table of the House.

Recruitment

134. Shri Heda: Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that the office of the Accountant-General, Central Revenues, had invited applications for a few temporary posts of lower division clerks and that a test was held on the 8th January, 1955; and

(b) if so, the total number of applications received?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): (a) and (b). In order to fill up some of the temporary posts of lower division clerks in his office, the Accountant General, Central Revenues, published a notice in some local newspapers that candidates possessing a speed of 40 words or more per minute in typewriting might appear for a test on Saturday, the 8th January, 1955. In that notice, applicants were also required to bring with them their applications duly supported by copies of certificates. It was expected that the number of candidates would not exceed about 250; but actually about 1,400 persons turned up on the 8th January, 1955. Out of these candidates, 1,089 persons have been called up to take the test in convenient batches, the remaining applicants being ineligible either on the ground of qualification or age. The first test was held on the 8th of January, 1955, and the other tests were held on subsequent dates.

राष्ट्रीय बचत प्रमाणपत्र

१२५. **श्री कृष्णाचार्य जोशी:** क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

(क) महिलाओं की अल्प बचत योजना के अधीन "बारह वर्षीय राष्ट्रीय बचत प्रमाणपत्रों" की बिक्री के लिए दिल्ली में कितने एजेंट नियुक्त किए गए हैं, और

(ख) अभी तक उन्होंने कितने मूल्य के प्रमाणपत्र बेचे हैं?

राजस्व और रक्षा व्यय मंत्री (श्री ए० सी० गुहा): (क) चार।

(ख) छः लाख, ६४ हजार रुपए। इसके अतिरिक्त इन एजेंटों के द्वारा कुल ५ लाख, ६६ हजार रुपए के मूल्य के राष्ट्रीय योजना ऋण, दशवर्षीय राजकोष बचत जमा-पत्र तथा पंद्रह वर्षीय वार्षिकी पत्र बेचे गए, जिन पर कोई कमीशन देय नहीं है।

Avadi Congress Session

136. Shri Veeraswamy: Will the Minister of **Home Affairs** be pleased to state:

(a) how many Central Government Ministers and Deputy Ministers attended the Congress Session at Avadi;

(b) whether they travelled at their own expense or at the expense of the State; and

(c) the amount of travelling allowance paid to them in case they have travelled at the expense of the State?

The Deputy Minister of Home Affairs (Shri Datar): (a) Twenty-five Ministers and Depty Ministers in all attended the Congress Session at Avadi.

(b) They travelled at their own expense to Avadi from Delhi or from the place where some of them were on tour on official business at that time.

(c) Nil.

MINISTERS' TOURS OF SOUTH INDIA

137. Shri Veeraswamy: Will the Minister of **Home Affairs** be pleased to state:

(a) which of the Ministers and Deputy Ministers of the Central Government toured in South India in the months of January and February, 1955;

(b) whether their tours were official or un-official; and

(c) the total amount of travelling allowance paid to them?

The Deputy Minister of Home Affairs (Shri Datar): (a) to (c). A statement giving the required information is laid on the Table of the House. [*See* Appendix III, annexure No. 60].

TRAVELLING ALLOWANCES

138. Shri Chaudhri Muhammed Shaffee: Will the Minister of **Home Affairs** be pleased to lay a statement on the Table of the House showing;

(a) the travelling allowance drawn by each Minister for tour in India and abroad during the years 1953 and 1954;

(b) the travelling allowance paid to the staff accompanying each Minister during the above period;

(c) the places visited abroad; and

(d) the reasons for which the tour was undertaken?

The Deputy Minister of Home Affairs (Shri Datar): The information is being collected and will be laid on the Table of the Lok Sabha as soon as possible.

REQUISITION OF HOUSES IN KASHMIR STATE

139. Shri Chaudhri Muhammed Shaffee: Will the Minister of **Defence** be pleased to lay a statement on the Table of the House showing:

(a) the area of land and the number of houses and other establishments requisitioned by the Defence Authorities in Jammu and Kashmir State since November, 1947;

(b) the total amount paid to the owners by way of rent or compensation for acquisition of property; and

(c) the number of cases where rent or compensation is still to be paid and the amount involved?

The Deputy Minister of Defence (Sardar Majithia): (a) to (c). A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 61).

4th March, 1955

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

VOLUME I, 1955

(21st February to 12th March, 1955)

NINTH SESSION, 1955

(Vol. I contains Nos. 1—15)

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LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

LOK SABHA

Friday, 4th March, 1955

The Lok Sabha met at Eleven of the Clock.

[SARDAR HUKAM SINGH *in the Chair*]

QUESTIONS AND ANSWERS

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12 NOON

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DELIMITATION COMMISSION FINAL ORDER NO. 23

The Minister in the Ministry of Law (Shri Pataskar): I beg to lay on the Table a copy of the Delimitation Commission, India, Final Order No. 23, published in the Gazette of India Extraordinary, Part II, Section 3, dated the 16th February, 1955, under sub-section (2) of section 9 of the Delimitation Commission Act, 1952. [*Placed in Library. See* No. S-56/55]

NOTIFICATION UNDER REQUISITIONING AND ACQUISITION OF IMMOVABLE PROPERTY ACT

The Minister of Works, Housing and Supply (Sardar Swaran Singh): I beg to lay on the Table a copy of the Ministry of Works, Housing and Supply Notification No. 1085-EII/55, dated the 9th February, 1955, under sub-section (2) of section 17 of the Requisitioning and Acquisition of Immovable Property Act, 1952. [*Placed in Library. See* No. S-57/55]

RELEASE OF MEMBER FROM DETENTION

Mr. Chairman: I have to inform the House that a communication dated the 24th February, 1955 from the Chief Secretary to Government of Manipur has been received informing that the order of detention against Shri Rishang Keishing has been revoked by the Chief Commissioner, and the Member released.

RAILWAY BUDGET FOR 1955-56

GENERAL DISCUSSION—*concld.*

Mr. Chairman: We will now resume discussion of the Railway Budget.

Shri D. C. Sharma (Hoshiarpur): May I know if the time for the general discussion of the Railway Budget has been extended?

Mr. Chairman: There was a demand on the part of certain Members from both sides of the House that there should be some extension. It was made clear that if the time is extended for the general discussion, that time shall have to be taken from the time allocated for Demands for Grants. I understand that there is no objection to it.

Shri Gidwani (Thana): I have objection. Those who have given notice of cut motions will have to move them and address the House.

Mr. Chairman: It is for the House to decide. If the House wants to keep that time intact, I am not very keen. Yesterday there was a desire on the part of many Members that there should be extension of time.

Shri Nambiar (Mayuram): Generally, as was the case during last year also, while cut motions for Demand No. 1 are moved, the Members can speak on some of the points. There is no necessity to extend the time for general discussion. When cut motions on Demand No. 1 are moved, whatever they want to say about extension of time, etc., they may say then.

Mr. Chairman: We have been seeing that even on Demands, there is a discussion as if it were a general discussion. The Minister has no objection if he is called at half past one. I am in the hands of the House. If the House desires, Members can continue up to half past one. He will begin his reply at 1-30 and finish at 2-30, when non-official business will be taken up. I hope the House agrees to this.

Some Hon. Members: Yes.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): It should be made perfectly clear that there is no increase in the overall time allotted for the Railway Budget.

Mr. Chairman: That is clear to every Member. For cut motions, we can take the two days that are left behind. Monday and Thursday will be allocated for Demands for Grants and cut motions.

Shri Gidwani: In that case, I would suggest that you may kindly see that those who have spoken during the general discussion are not given another opportunity to speak on the cut motions.

Mr. Chairman: Certainly, I will bear that in mind.

The Deputy Minister of Railways and Transport (Shri Alagesan): Yesterday, Shri H. N. Mukerjee made some remarks about Chittaranjan, and the progress of manufacture of locomotives at Chittaranjan. Everybody who has seen Chittaranjan has been impressed by what is being done there and has had a good word to say about it. But, I find Shri H. N. Mukerjee consistently trying to belittle what we are doing at Chittaranjan. I do not know what satisfaction he derives from such belittling. He wants to show evidently that we are not manufacturing locomotives there, but are only assembling parts which are imported from abroad. This is a wrong impression, which I should like to dispel at the very earliest moment. It is matter of great satisfaction that we have been producing from January 10 locomotives a month. These locomotives have been equated to 12·5 average size locomotives. That means, taken over a year, we are able to manufacture roughly 145 or 150 locomotives, just about 25 or 30 over and above our original target of 120 locomotives. This, in short, is the achievement of Chittaranjan. It has, very rightly, more and more come to mean a symbol of the new spirit that is animating this country. Under these circumstances, to find fault and say that we are importing a certain number of boilers, and so the manufacturing unit is not complete is to mislead. It is true that we are importing a certain number of parts for which capacity is not available in the country. Even that dependence for some parts will gradually diminish as other industries come up like heavy electrical goods industry or medium electrical goods industry, etc. As steel production goes up in the country, we will be able to manufacture all the items for ourselves. Nowhere in a locomotive workshop are all the items manufactured in the workshop itself. There are many ancillary industries to support. Therefore, to say that because we are importing a certain number of boilers to keep up this production of 10 locomotives a month, it is doing more of assembling and less of manufacture, as I said, is misleading. In fact if we are not to import these boilers, we may have to import whole locomotives which I do not think Shri H. N. Mukerjee will desire. It will mean less employment and all that. Even as it is, there is shortage of steel. I understand, in the year 1954, we imported about 250,000 tons of steel. This import was

necessary to keep up production both in the private and public sector to its present level. One may very well say, do not import any steel, make all the steel in the country, and till then hold up production. It is something like that. But, I may tell the House that it is more dangerous to allow men's minds to become an assembling shop for imported ideas than to have a little import of mechanical fittings and manufacture things here. That is what I would respectfully submit to Shri H. N. Mukerjee.

He also spoke about Calcutta electrification. We are in right earnest about it. A sum of Rs. 2 crores has been set apart for expenditure next year. He used the phraseology, if I remember aright, "the ruling circles in Delhi trying to wish away the existence of Calcutta." Phraseology like this, *viz.*, "ruling classes" may perhaps fit in more with a totalitarian set-up than with a democratic set-up.

Shri Nambiar: How?

Shri Alagesan: Because nobody rules. Everybody is here on the sufferance of the people.

Babu Ramnarayan Singh (Hazaribagh West): No. You are ruling.

Mr. Chairman: It is a difference of opinion only.

Shri Alagesan: Nobody can wish away the existence of even small places, let alone the nerve centre of trade and industry in this country which Calcutta is. Nobody can wish away its existence. In this connection he said that Calcutta is a mischief city, that people think like that. I do not know, but one thing I know and that is, it has been long the playground of mischief-mongers. The great population of Calcutta, owing to various causes into which I need not go, has been subjected to lots of strains and stresses, difficulties minor and major. All these things interested parties have tried to exploit in the past. (*Interruption*)

Mr. Chairman: I would request the hon. Members to allow him to proceed uninterrupted.

Shri Alagesan: But we are convinced that "Calcutta plus electrification" means "Calcutta minus mischief-mongering". We are in right earnest about it and I hope that people in Calcutta will be able to travel by these electric trains by the time the hon. Minister has indicated in his speech.

Shri Nambiar: That is a new equation.

Shri Alagesan: Mr. Ramaswamy referred to the manufacture of boilers etc., in TELCO, and said that the production there is rather hindered because orders for many different types of boilers have been placed on it. In fact, it was formerly the Singbhum Railway Workshops which was handed over to TELCO with the specific intention of having spare boilers manufacture there. Now, orders have been placed on the firm to the extent of 200 locomotives and 378 spares boilers which means 578 boilers, which has to be delivered over a period of ten years. The delivery may have to be completed by 1957. And the types of locomotives ordered are only eight. It is such a large order, and the types are not numerous. It is rather surprising to hear that this variety is hindering production in TELCO. I do not think that any producer has reason to complain about such a large order and such few varieties.

I think it was Shri Somani who was quoting some figures about Japanese railways, their operating ratio etc. There we find from the figures that he quoted that the Japanese railways are not able to meet even their working expenses, whereas we not only meet the working expenses, we pay, shall I say, a generous dividend to the general revenues, and also are able to show small surpluses, all of which go to make for capital formation in this country. And all this is being done while having our fares and freights at the lowest level in the world I think it is surely a matter for congratulation and not for being found fault with.

[Shri Alagesan]

Then, Shri Mukerjee made a comparison between the earnings in the year 1951-52 and the current year. He compared the actuals of 1951-52 with the revised estimates of the current year, and said that the latter are short by about Rs. 8 crores. One thing escaped the notice of Shri Mukerjee and it is this. In the year 1951-52 the earnings due to the moving of railway stores and fuel was included in it, which was about Rs. 16 and odd crores. Now, if you deduct that amount you will find that the earnings of this year are actually more than those of 1951-52 by about Rs. 8 crores.

Then, my friend Shri Bhagwat Jha Azad was talking about the Mokameh Bridge project and feelingly referred to the fact that many local people, *i.e.*, people belonging to Bihar, have not been employed in the project. We are very anxious that the recruitment should be made in such a way that every section of the population will have equal opportunity and be fairly represented in the Railway services. We do not want one section of the country to dominate over other sections. And with this object in view, the Railway Service Commission have been instructed to give a regional bias to their recruitment. They go to each regional headquarter or divisional headquarter and do their recruiting there.

Shri R. K. Chaudhuri also referred to this fact that many people from Assam are not in the Railway service. Now, I have got figures as far as the Mokameh Bridge is concerned.

Gazetted officers: 23, of which there are two from Bihar.

Class III posts: 460, of which 146 are being occupied by people from Bihar.

Class IV posts: 1,210, of which 918 come from Bihar.

Shri Vittal Rao the other day was complaining about the delay in the completion of the Khandwa-Hingoli project. It is a distance of 187 miles. The construction is over a difficult terrain. We have to cross the Satpura range and bridge three rivers, the Tapti, the Purna and the Ponganga. These three rivers have to be bridged and there are physical and climatic difficulties. I can only assure him that the work is going on according to schedule.

Then, he had something to say about the siding charges in the Singareni collieries too. This matter is being gone into and I hope we will be able to take a decision soon.

Shri T. B. Vittal Rao (Khammam): Thank you.

Shri Alagesan: Then Shri Ramachandra Reddi and also Shri Vittal Rao were referring to the necessity of a survey for a line between Kazipet and Gudur, that is by-passing Bezwada. In fact, the Southern Railway have been asked to undertake the parallel surveys, *viz.*, that of doubling the line between Bezwada and Madras and also this alternative survey of a parallel line between Kazipet and Nellore or Gudur. The two can be compared after the surveys are completed and then a decision taken.

My friend Shri Somana from Coorg was complaining about the waiting room accommodation in Bangalore. Even my hon. friend Shri Gurupadaswamy raised it by means of a question. There are two stations. At the Bangalore City Station, there are two upper class waiting rooms, one inter-class and the other for second class passengers. And there is also a third class waiting hall. At Bangalore Cantonment, there is a common upper class waiting room, and also a third class waiting hall. Evidently this accommodation facility is not enough. So, we are asking the Southern Railway to go into the matter and provide the necessary facility.

My friend Shri U. M. Trivedi, speaking the other day, made a sweeping allegation against the Medical Department of the railways. It

was very unfortunate that he should have spoken in such sweeping general terms, which is not a desirable thing. He said that a particular employee was asked to give a month's salary and he was made unfit because he did not give that sum. This case is an interesting one. This employee was a travelling ticket examiner, and he went for examination to the medical officer concerned. Since the medical officer concerned was in doubt as to his fitness, he sent him to his chief medical officer. The chief medical officer examined him and found him unfit. He again produced certificates from private medical practitioners saying that he was fit. Again, he was sent for examination by the chief medical officer, with the same result. He was not demoted, but he is kept in the same grade of Rs. 100—185 in the post of head ticket collector.

Shri R. K. Chaudhuri (Gauhati): On a point of information. May I know whether the hon. Minister is intervening or replying to the debate?

Mr. Chairman: He is not replying. He is only intervening.

Shri R. K. Chaudhuri: Second intervention.

The Minister of Railways and Transport (Shri L. B. Shastri): Not second, but first intervention.

Shri Alagesan: I shall be finishing soon.

Mr. Chairman: The hon. Minister can have more time, but it was presumed yesterday that he was finishing.

Shri Alagesan: It was not; any how, I shall be finishing soon.

He took the matter to the court, but it was dismissed by the court. Evidently, he should have wrongly represented matters to the hon. Member. I should only like to say that hon. Members should refrain from making such sweeping allegations. I have known many of these doctors working in the Medical Department, and I also know personally their sense of devotion to duty. It is doing scant justice to those people, if a Member of Parliament were to rise here and say that the entire Medical Department is corrupt.

Mr. Chairman: I have just now received ten names. Those are not the only names that I could call; there might be others as well. We have got an hour and seven or eight minutes more left.

Dr. Ram Subhag Singh (Shahabad South): For private Members?

Mr. Chairman: Yes, for the Members. I would request hon. Members to see if they can confine their remarks to eight or nine minutes; if they could do so, then perhaps we may be able to accommodate a larger number of Members.

Shri Veeraswamy (Mayuram—Reserved—Sch. Castes): It is true that not only the Members of this House but also the public at large have congratulated the hon. Minister and the hon. Deputy Minister of Railways for the improvements in several ways in the amenities to passengers, and also for the development of the Indian Railways. But I hope the Ministers will not be carried away by the glowing tributes paid to them on this account.

Many hon. Members have pointed out that there is much congestion in the Railways, especially so far as the third class passengers are concerned. It is true that the third class passengers have got several amenities in the railway stations, but not in the carriages. When they travel, they are simply stuffed in the carriages like tamarind bags, or as we say in Tamil, just like Pulimoottai. Third class passengers travelling hundreds of miles have no facilities during their journey. If there is water in the tank, in the lavatory, the tap will not be in order; or if the tap is in order, there will not be any water in the tank. If there is water in the

[Shri Veeraswamy]

tank, and the tap also is in order, it is not possible to use it, because it will be full of passengers. Such is the congestion in the Indian Railways for the third class passengers. My hon. friend Shri Alagesan might remember that I had written him a letter in 1953 saying that there was much congestion in the third class compartments. I would request him to see that at least for long distance third class passengers, arrangements should be made for convenient travelling.

As regards the telescopic fare system, I would like to point out that the hon. Ministers have been very unsympathetic towards the short distance passengers. Our country has set before herself the idea of a socialist pattern of society. In a country which has set before herself a socialist system of economy, is it fair on the part of the hon. Ministers to have increased the fare for short distance passengers? Many Members have said on the floor of this House that the short distance passengers are very poor people. Sir, they belong to the commercial community; or they are people engaged in agriculture, and living in the rural areas. They are not the people who can be expected to go to far off places either to see pilgrim centres or to see places of interest. They travel only for short distances, and go to their relatives' houses, or go to nearby market centres to attend to their business. So, the increase in the train fares in their case has no justification whatsoever.

Everyone knows that the Indian Railways are the biggest employers in India. They employ easily not less than ten lakhs of people. Out of these ten lakhs of people, more than ninety per cent. are living under very deplorable conditions. They are not being paid even subsistence wages or subsistence salaries, whereas a few people have been drawing thousands and thousands of rupees as salaries, at the cost of these people who are working very hard for the efficient running of the Indian Railways. I want to suggest to the hon. Minister that in a socialistic pattern of society, it is those people that work hard should be paid more than those who sit in the office, simply sign and go away. Hon. Members are aware that in China even the highest authority in the State draws only a small amount of money as salary that is, about Rs. 600 or so, whereas in our country, we are paying thousands of rupees to a few people, while we are starving the others; and the workers are living in a very bad condition.

[SHRIMATI SUSHAMA SEN *in the Chair*]

Their quarters are surrounded by filth and squalor. They have not been provided with lights or even approach roads to their colonies. I had tabled a question in this connection, in regard to the railway colony at Pantruti on the Southern Railway, but that was not allowed. There is a railway colony at Pantruti, at a distance of about two or three furlongs from the station, but there is no approach road to the colony.

Mr. Chairman: The hon. Member's time is up.

Shri Veeraswamy: I shall take only five minutes more.

Mr. Chairman: The hon. Member has already taken about eight minutes. He may kindly finish in two minutes.

Shri Veeraswamy: With regard to the ticket examiners, I would request the hon. Minister to see that they are provided with rest-houses near the stations. They travel all the night or all the day, and at the destination station, they are obliged to sleep on the platform; it is a matter of shame to our Railways that those who work in the Railways should be without any rest-houses, where they could rest after their duty is over. So it is very necessary that the ticket examiners should be provided with rest rooms.

I want to bring to the notice of the hon. Ministers one important point which, I do hope, they will consider. India is a secular State. Nobody can be denied his rights. In a secular State, every department of Government should be secular. No community or no religion should be given any undue prominence. So far as catering is concerned, the IRRs are being run by the Government, and so those who are employed in the Indian Refreshment Rooms are Government servants. You will be surprised to know that one category of employees has been excluded from the list of Government servants, and that is the category of cleaners. Only Brahmins have been appointed as cook and servers. So far as the cleaners are concerned, they belong to the lowest stratum of society and since as Government servants they will aspire for promotion, Government have given the cleaning work on a contract basis. This is just to avoid other than Brahmins from becoming cooks and servers.

Another point which I want to mention in this connection is that on many of the platforms of the Southern Railway, we see Hindu idols and temples. I visited the Perambur Workshop in Madras where I found, to my surprise, so many Hindu idols or pictures of Hindu Gods and Goddesses. Ours is a secular State and so I request the hon. Minister to see that the workshops must be utilised for work and not for worship. If Hindus worship their Gods and Goddesses there....

Sardar A. S. Saigal (Bilaspur): So that they will get strength.

Shri Veeraswamy: .... then the Christians will have their Gods there and the Muslims will also have their Gods.

Shri Alagesan: We have also to respect the broad sentiments of the people.

स्वामी सत्यानन्द तीर्थ (गुलबर्गा): इस चर्चा में सबसे पहले हमारे गिरि साहब ने कुछ रेलवेमैन्स फेडरेशन के बारे में बात छेड़ी। मैं उसका जिक्र नहीं करना चाहता था लेकिन जब एक बात सामने आयी है तो मैं अपना विचार भी इस हाउस के सामने रखना चाहता हूं। हो सकता है कि रेलवेमैन्स फेडरेशन दो रहें। जो दोनों यूनियन्स के या फेडरेशन्स के नेतागण हैं वह क्या करें इसका उपदेश देने का किसी को अधिकार नहीं है। लेकिन पालिसी की हद तक मैं यह सुझाना चाहता हूं कि जब लेबर यूनियन्स "वन ट्रेड वन यूनियन" की पालिसी से नहीं चलती हैं तो जब उनके रिकागनीशन का सवाल आता है तो किसको रिकागनीशन दिया जाय इसमें कठिनाई होती है। रेलवे खुद एक एम्पलायर है और मालिक की हैसियत रखती है और जब उसके सामने यह सवाल आवेगा तो मैं समझता हूं कि वह डिमाक्रेटिक तरीके से काम लेगी। मुझे कुछ अनुभव लेबर प्राबलम्स का है। मैं यह समझता हूं कि हर एक पालीटिकल पार्टी जब अपने अपने ढंग से यूनियन आर्गेनाइज करती है तो सबसे बेहतर यह बात होगी कि जो मजदूर उस इंडस्ट्री में काम करते हैं उनकी प्लेबीसाइट से इसका तस्फिया किया जाय, क्योंकि हुकूमत के लिए एम्पलायर होने के कारण किसी एक यूनियन की तरफ पार्शियलिटी दिखलाना अच्छा नहीं होगा। खैर यह तो एक पालिसी की बात हुई।

मैं इस बजट की चर्चा में जब कई बातें सुनता रहा तो मुझे थोड़ा आश्चर्य हुआ क्योंकि तीन चार साल में रेलवे एडमिनिस्ट्रेशन ने जो प्रगति की है, जो सुविधायें पहुंचायी गयी हैं, जो सुधार हुआ है वह तो नित्य अनुभव की बात है। जो भी सफर करता है वह उनको समझ लेगा। हां हम यह तो कह सकते हैं कि पूरी सुविधायें अभी नहीं हुई हैं। और भी बहुत सी एमेनिटीज की जरूरत है। इस बजट में सुविधायें देने के लिए तीन करोड़ रुपया खर्च करने का इरादा किया गया है। मुझे पूरी आशा है कि जैसे समय बीतेगा और भी सुविधायें दी जायंगी और एक दो साल के अन्दर, जो कुछ मैं रेलवे एडमिनिस्ट्रेशन के बारे में समझ सका हूं उस से मुझे पूरा विश्वास है कि यात्रियों के लिए

[स्वामी रामानन्द तीर्थ]

सुविधायें बढ़ेंगी । इस बात की इस बजट में गुंजाइश हैं । तो कोई शिकायत का सवाल नहीं हैं । हां प्रगति और तेजी से होनी चाहिये, यह तो मानना पड़ेगा ।

मैं दो बातों के बारे में आखिर में संक्षेप में जिक्र करूंगा । आप जो सुविधायें यात्रियों को देना चाहते हैं वह दें लेकिन जो रेलवे एम्पलाईज हैं उनकी सुविधा की ओर भी थोड़ा ध्यान दें । यहां पर मैं कुछ अपने अनुभव और निरीक्षण के आधार पर कहना चाहता हूं । मुदखेड आदिलाबाद की नई लाइन हैं । इसको बने ९०, १५ साल हुए हैं । यहां पर स्टेशन मास्टर को धूपकाल में अपने बच्चों के साथ टिन शेड में रहना पड़ता हैं । यहां पर धूपकाल में ११४ से ११६ डिग्री तक गर्मी पड़ती हैं । ऐसी गर्मी में स्टेशन मास्टर को अपने बाल बच्चों के साथ एक टिन शेड में जिन्दगी बितानी पड़ती हैं । यह हालत तो स्टेशन मास्टर की हैं फिर पोर्टर्स का क्या हाल होगा । यह इन लोगों के साथ अन्याय हैं । रेलवे मंत्री जी ने अपने भाषण में रेलवे कर्मचारियों के लिए हिल स्टेशन्स पर कुछ प्रबन्ध करने का जिक्र किया हैं । उस हिल स्टेशन का विचार न करके अगर वह इन लोगों को यह मामूली एमीनिटीज दें तो ज्यादा अच्छा होगा ।

आखिर में मैं एक बात कहूंगा जो कि मेरे प्रदेश के बारे में हैं । हैदराबाद स्टेट में जो मराठवाडा एरिया हैं उसमें तीन जिलों में कोई रेलवे की सुविधा नहीं हैं । वहां पर इन तीन जिलों में बहुत ही कम रेलवे हैं । दो जिलों में तो कुछ रेलवे हैं ही नहीं । एक लाइन के बारे में हैदराबाद सरकार ने सिफारिश की हैं । वह आपके सामने हैं । वह शोलापुर, उसमानाबाद, क्लभ, कंज, बीर, देवराई जालना लाइन हैं । उसको आप टाप प्रायोरिटी दें । मैं यह नहीं कहता कि आप किसी और लाइन को प्रायोरिटी न दें । लेकिन अगर आप इसको प्रायोरिटी देंगे तो आप एक बहुत बड़ा लिंक नार्थ और साउथ में स्थापित करेंगे । इतना ही नहीं, एक बहुत बड़े प्रदेश का विकास बहुत जल्द होगा । उस एरिया के साथ अभी तक अन्याय हुआ हैं । वहां के लोगों के मन में ऐसी भावना हैं । इसको आप दूर करें और इस लाइन को आप टाप प्रायोरिटी देकर सैकिंड फाइव इअर प्लान में शामिल कर लें । ऐसी मेरी प्रार्थना हैं ।

मैं इस बजट में जो कुछ चर्चा हुई हैं उसमें हिस्सा लेते हुए रेलवे मंत्री, रेलवे बोर्ड और तमाम रेलवे कर्मचारियों को धन्यवाद देता हूं ।

सरदार ए० एस० सहगल: आज मैं रेलवे मंत्री महोदय ने जो रेलवे का बजट पेश किया हैं उसका स्वागत करने के लिये खड़ा हुआ हूं । बहुत से रास्तों पर और बहुत से दूसरे कामों में तरक्की हुई हैं, यह मानना पड़ेगा, लेकिन जहां पर कुछ खामियां हैं उन खामियों को दर्शाना मैं समझता हूं, मेरा कर्तव्य हैं ।

मैं मंत्री महोदय से प्रार्थना करूंगा कि जो गुड्स हमारी ट्रेनों से भेजे जाते हैं यदि वह इंश्योर्ड करके भेजे जांय तो उससे यह होगा कि जितनी कीमत का वह सामान इंश्योर्ड होगा, उतना रुपया अगर वह सामान ट्रेन में रास्ते में गुम हो जाता हैं तो भेजने वाले को मिल जायगा । इसलिये मेरी प्रार्थना हैं कि ट्रेन से गुड्स इंश्योर्ड करके भेजे जांय । इसके साथ ही साथ मैं यह भी कहूंगा कि जहां तक यह चोरी का मामला हैं, इस मामले में उनका ध्यान ज्यादा जाना चाहिये और खास कर जो स्टेट की गवर्नमेंट्स हैं जो स्टेट की सरकारें हैं उनके ऊपर सारी जिम्मेदारी डालनी चाहिये कि वह इस को मुसतैदी के साथ सुलझावें ताकि ये बातें उनके इलाके में अथवा उनके प्रान्त में न हों । यदि इस मामले को टैकिल करने के लिये स्टेट गवर्नमेंट और हमारा रेलवे विभाग दोनों मिल कर काम करेंगे, तो इसमें जरूर उनको सफलता मिलेगी । वैसे सारी जिम्मेदारी का भार स्टेट गवर्नमेंट्स पर होगा क्योंकि चोरी के मामले में जो आपका रेलवे बोर्ड हैं या रेलवे के जो मंत्री महोदय हैं उनका हाथ नहीं रहता बल्कि उस प्रान्त में जहां पर कि वे होती हैं,

वहां की लोकल गवर्नमेंटों की हद होती हैं । इसके साथ साथ मैं उनका ध्यान इस तरफ भी आकर्षित करूंगा कि मिस्टर मलिक को डायरेक्टर आफ इंटेलिजेंस ब्यूरो होम डिपार्टमेंट ने मुकर्रर किया था और उनके जिम्मे रेलवे विभाग में करप्शन और क्लेम्स् के बारे में जांच पड़ताल करने का काम सौंपा गया था और उन्होंने उस सम्बन्ध में अपनी रिपोर्ट दी हैं । उस रिपोर्ट पर क्या कार्यवाही हुई और उस रिपोर्ट पर क्या सोचा गया, यह मैं नहीं कह सकता लेकिन मैं यह जरूर कहूंगा उस पर उन्होंने जो भी कार्यवाही की हो वह सदन के सामने आनी चाहिये ।

इसके अतिरिक्त खाद्य पदार्थों के बारे में जो रिपोर्ट हमारे उपमंत्री महोदय ने दी हैं, सारी रिपोर्ट को देखते हुए इस बात को वह तसलीम करते हैं कि खाद्य पदार्थों की जो स्थिति रेलवे में हैं वह अच्छी नहीं हैं । इसके लिये मैं अपने मंत्री महोदय और आपसे अर्ज करूंगा कि वे एक कांफ्रेंस बुलायें जिसमें कुछ पार्लियामेंट के मेम्बर्स को शामिल करें और जितने भी आपके कंट्रैक्टर्स हैं उनमें से कुछ को चुन कर जो कि खाद्य पदार्थों का काम करते हैं, उनको बुलायें और बुलाने के बाद में वे उन लोगों से विचार विमर्श के बाद देखें कि आखिर उनको कौन कौन सी सुविधा हम दे सकते हैं ताकि खाद्य पदार्थों की स्थिति सुधर सके । अभी आप देखेंगे कि एक ही जोन पर एक ही आदमी को, एक ही कंट्रैक्टर को १६४, १६५ और १७० जगह यदि काम दिया जाय तो वह उसको अच्छी तरह से नहीं कर सकता । इसके लिये आप डिवीजन मुकर्रर करें और डिवीजन मुकर्रर करके आप डिविजन के लोगों को जो कि वहां खाद्य पदार्थों के काम को कर सकते हैं उनको इसका ठेका दें और इसके लिये आप एक कमेटी बनायें और उसकी राय के मुताबिक यह सारा काम करें क्योंकि इस लाइन में जितने भी लोग काम कर रहे हैं, वर्तमान में या जो पहले भी करते आये हैं उन लोगों से यदि सलाह ले करके और कुछ जो हमारे माननीय सदस्य हैं और जो इसमें ज्यादा दिलचस्पी लेते हैं उनको साथ में लेकर यदि गौर किया जायगा तो मैं समझता हूं कि बहुत कुछ आप खाद्य पदार्थों की स्थिति को सुधार सकेंगे । साथ ही साथ वर्तमान रेट में तीन आने का फायदा होता हैं, जब कि पहले सवा रुपया में सिर्फ छै पैसा या दो आना होता था । इसकी जांच करें तो मालूम होगा ।

इसके अलावा मैं आपका ध्यान जो हमारे तीसरे और चौथे वर्ग के काम करने वाले लोग हैं उनकी तरफ दिलाना चाहता हूं । उस रोज मंत्री महोदय ने यह बताया था कि हम उस सम्बन्ध में आवश्यक कार्यवाही कर रहे हैं, ताकि हम उनको रहने के वास्ते अच्छे और साफ मकानात दे सकें । मैं आपके इस प्रयत्न को सराहनीय समझता हूं । इस सम्बन्ध में मैं खास कर बिलासपुर जिले में उनके जो मकानों की स्थिति हैं उसका थोड़ा हाल आपको बताना चाहता हूं । यदि आप उन मकानों को देखें जिनमें कि क्लास तीन और क्लास चार के रेलवे इम्पलायीज रहते हैं तो आपको खुद देख कर ताज्जुब होगा कि इतने छोटे से मकान में गर्मी के दिनों में जिस वक्त कि एक आदमी काम करके आता हैं वह अपने बाल बच्चों के साथ किस तरह अपना गुजर करता होगा । मैं जानता हूं कि आप इस दिशा में आवश्यक कदम उठा रहे हैं लेकिन साथ ही साथ मैं यह भी चाहूंगा कि उनके लिये मकान बनाते वक्त इस बात का भी ध्यान रक्खा जाय कि वे काफी बड़े हों, हवादार हों और साफ हों ताकि वह उनमें अपने परिवारों के साथ अच्छी तरह रह सकें । यही हालत पानी की हैं कि पानी देने में भी विभिन्नता बरती जा रही हैं । मैं आपसे यह कहूंगा कि आप अपने यहां तमाम लोगों के लिये एमेनिटीज दे रहे हैं. यह बहुत अच्छी चीज हैं । आप इस सिलसिले में अपने स्टाफ के वास्ते हिल स्टेशंस पर रेस्ट हाउसेज जो बनाना चाहते हैं, वह बहुत अच्छी चीज हैं और मैं उसका स्वागत करता हूं । लेकिन ज्यादा जरूरी चीज आपके लिये यह देखने की हैं कि आपका जो रीनिंग स्टाफ हैं उसके आराम करने के वास्ते जब कि वह दिन भर काम कर लेता

[सरदार ए० एस० सहगल]

हैं, आप रनिंग रूम्स या रेस्ट रूम्स हर एक स्थान पर कायम करने की तरफ गौर करें और आवश्यक कदम उठायें। यह देखना आपके लिये बहुत जरूरी हैं कि वह रनिंग स्टाफ जो दिन भर काम करके आता हैं उनके आराम करने के लिए अगर ठीक जगह न हो तो वह अपनी ड्यूटी ठीक तरह से अंजाम नहीं दे पायेगा, यदि उनको अच्छी तरह से ठहरने और आराम करने का स्थान नहीं मिलेगा तो इससे उनकी काम करने की जो क्षमता हैं और जिस तरीके से उनको काम करना चाहिये वह नहीं कर पायेंगे।

एफीशियेंसी की हमारी रेलवेज में कमी हैं लेकिन उसका मुख्य कारण जो मैं समझ सकता हूं वह यह हैं कि आपके यहां के जो डीवीजनल या डिस्ट्रिक्ट आफिसर थे जिनको कि आपने एपायन्टमेंट करने का उनको भर्ती करने का हक दिया था वह हक आपने एक पब्लिक सर्विस कमिशन को हर एक जोन पर बना करके उसके हाथ में दे दिया लेकिन जो आदमी जिसके जरिये से जिस अफसर के जरिये से भर्ती होता था वह कमसे कम यह तो डरता था कि यदि मैं खराब काम करूंगा तो मैं निकाल दिया जाऊंगा, तथा वह भरती करने वाले को ठीक तरह से जानता था क्योंकि वह वहां का रहने वाला होता था।

आज जो तकलीफें आपके रीजनल या डिस्ट्रिक्ट आफिसर्स को हो रही हैं जरा उनसे खुले दिल से बात करिये तो आपको मालूम होगा कि यह चीजें जो मैं कह रहा हूं ठीक हैं या नहीं। बात असल यह हैं कि डिसीप्लिन की वजह से वह खुल कर आपसे बात नहीं कर सकते। इसलिये मेरी प्रार्थना हैं कि इन बातों पर आप गौर करें कि जो बड़ी बड़ी जगहें हैं उनको तो आप बेशक पब्लिक सर्विस कमिशन द्वारा भरिए, मुझे कोई एतराज नहीं होगा लेकिन जो मीनियल स्टाफ हैं, क्लास तीन और क्लास चार के इम्प्लायीज उनकी भर्ती पब्लिक सर्विस कमिशन से न हो। और रेलवे कर्मचारी के बच्चों को पहले जगहें दी जावें। पीछे दूसरे प्रांत या दूसरों को दी जावें।

इसके साथ साथ मैं आपसे कहूंगा कि आज हमारे प्रान्त मध्यप्रदेश में लाइनों की कमी हैं और खास कर रायपुर से धमतरी एंड बस्तर तक रेलवे लाइन का होना बहुत जरूरी हैं। इस लाइन के बनाने पर आप खास तौर से गौर करें। दूसरे चंपा से कोर्बा तक जो लाइन हैं वह बढ़ायी जाय, ताकि कोयले की खानें खुल सकें। उसको बढ़ाने की आप कोशिश करें और इसके साथ ही साथ जो लाइन सर्वे हैं आपकी बिलासपुर से मांडला की लाइन हैं, इसको भी आप जरूरी लें बिलासपुर से मांडला वाया पंढरिया तक आप ले जांय। मेरी प्रार्थना हैं कि आप इन लाइनों को बनाने और बढ़ाने पर गौर करें। आगे एक लोकल ट्रेन गोंदिया से रायगढ़ तक चलावें यदि एक एक्सप्रेस ट्रेन नागपुर से कलकत्ता तक नहीं चला सकते। गये वर्ष भी मैंने इस सम्बन्ध में आपसे प्रार्थना की थी और मैं आपसे अर्ज करूंगा कि दूसरी पंचवर्षीय योजना जो तैयार हो रही हैं और आने वाली हैं उसमें आप इन पर गौर करके उनको पूरा करने की कोशिश करेंगे।

इसके अलावा मैडिकल फैसिलटीज के बारे में मैं यह कहना चाहूंगा कि रेलवे के जो क्लास तीन और क्लास चार के काम करने वाले हैं उनको पूरी मैडिकल फैसिलटीज जो मिलनी चाहियें, वह नहीं मिल रही हैं और मैं सुझाव दूंगा कि जहां पर वह रहते हैं वहीं पर यदि छोटे किस्म के अस्पताल बना दिये जांय तो वह वहां जाकर अपनी दवा दारू करा सकेंगे। खड़कपुर (ईस्टर्न रेलवे) में जहां पर उनकी बस्ती हैं वहां पर उनके लिए एक अलग अस्पताल हैं, उनके बच्चों के पढ़ने के लिये भी अलग इन्तजाम हैं, और खेलने कूदने की व्यवस्था हैं तो वह अच्छी बात हैं और मैं चाहता हूं कि अन्य जगहों पर भी इसी तरह का प्रबन्ध किया जाय। मैं मंत्री महोदय से प्रार्थना करूंगा कि वह इस पर विचार करें। बिलासपुर की बाबत मैं आपको बताऊं

कि वहां पर हाई स्कूल नहीं हैं हाई स्कूल का होना जरूरी हैं जिसमें रेलवे कर्मचारियों के बच्चें पढ़ें । इसके लिए आप कह सकते हैं कि हाई स्कूल खोलने की जिम्मेदारी हमारी नहीं हैं, मध्यप्रदेश की सरकार की हैं लेकिन मैं आपसे अर्ज करूं कि आपको मध्यप्रदेश की सरकार से यह बात कहना चाहिये कि यह जो रेलवे के लोग हैं और जो पैसा देने के लिये तैयार हैं उनके बच्चों के पढ़ाने के लिए सारी व्यवस्थायें मध्यप्रदेश की सरकार को करनी चाहियें, आप ऐसा उनसे सजेस्ट कर सकते हैं ।

अन्त में मैं और अधिक न कह कर अपने सुझावों को पेश करता हूं और मंत्री महोदय जो रेलवे बजट लाये हैं, मैं उसका समर्थन करता हूं ।

Shri D. C. Sharma: I join all those who have offered their congratulations to our Railway Minister. When I look at the Railway Minister, I think he has an efficient hand in a silken glove. He combines efficiency with humanity and, I think, that is a great thing which any Minister of our Government can have. But, when I look at the railways—as I travel up and down all over the country—I am reminded of the history of India which I used to read or which is read even now by students. Our history of India is divided into four periods, Ancient India, Mediaeval India, British India and Free India. While I see here and there some signs of Free India, so far as our railways are concerned, I see many signs of British India and a few signs of Mediaeval India and also of ancient India. My desire is that the whole of the Railway Administration should feel the impact of freedom and that it should be expressed not only in the matter of staff, in the matter of reorganisation but also in everything which affects the railways. There is one thing which I have not been able to understand all these days, though so many persons had been at pains to explain it. That is the matter of telescopic rates. I know that the hon. Deputy Minister was trying to explain it last evening. I may say with my limited intelligence that I could not understand why telescopic rates have been introduced in preference to flat rates. I say this in all seriousness, because I know that whatever the Government of India does has got to be explained to the common man in the villages, cities and towns. I would ask this question: How are you going to explain the telescopic rates to the ordinary common man in the village, say, in any part of the Punjab or in any part of India, and convince him that the Railway Minister has done this thing in the best interests of the common man. I think I cannot do so and nobody can do so. We are talking of a socialistic pattern of society. It is very good, but I must say that socialism should begin from below, and socialism should believe in giving the largest benefit to those persons who constitute the very basis of the country. the very basis of the population. We have got strange contraptions devised by the Railway Board, which is called a three-legged contraption. If it is going to be a contraption, I would say that instead of having three legs, we should have five legs for these telescopic rates, the first from one mile to 50 miles, the second from 51 miles to 100 miles and the third from 100 miles to 150 miles. It should be so because the common man is going to be hit by these telescopic rates. With all our advocacy, with all our eloquence and persuasion, we will not be able to convince him that the Railways are doing their best for him.

The Railways have given a great deal in the way of passenger amenities, but I must say that by enhancing these rates so far as the first leg is concerned, they have taken away with the left hand what they have given with the right hand. Therefore, I would say that, first of all, this question of telescopic rates should be dealt with, and I would be very happy if the hon. Minister would make an observation in his summing up of the debate that the telescopic rates are

[Shri D. C. Sharma]

going to be abolished and nothing will give the country greater happiness than this. Even if it is not going to be abolished altogether, at least let it not affect those persons who would travel short distances. That is the first point that I wanted to say.

The second point is this. The Railways are having a new look, and there is no doubt about it. But I do not see that new look in much of the branch lines and in the neglected parts of the country, but all the same there are signs of new look visible everywhere. I would say that this new look should apply to our developmental programmes also. The other day I asked a question about locomotives and about wagons and coaches and about the preparations that were being made to make our country self-supporting in these things. I must say that adequate provisions do not exist in this country to meet these requirements, especially in view of the fact that the total number of passengers is going to increase on account of so many social factors that are at work in the country. I would therefore, say that the developmental programme of our country need a great deal of revision so that it can catch up with the needs of the times. Again I would say that one good thing has been done amongst the many good things and it is this that the hon. Railway Minister has stated that the controversy regarding the regrouping of Railways is now closed. I am glad he has made this statement and I must say that the regrouping of Railways is a forward step. I know how local interests, regional interests, provincial interests and all other vested interests were opposing it, but I am glad that the Government was not influenced by such opposition. The regrouping of Railways, which has been done on a scientific basis for the purpose of administration is going to do a lot of good to the country.

People talk about bottlenecks. I know bottlenecks exist even now and there are difficulties in the movement of coal, but the bottlenecks at Moghalsarai and other places had been eliminated to a considerable extent only because of the regrouping of Railways.

One point more and I will finish in two minutes. I was going to refer to the quarters which the Railway Ministry has built. There are so many divisions and sub-divisions of those quarters. On the one hand we have the goal of a classless society before us, and on the other hand, the Railway Ministry is perpetuating new classes in terms of quarters. I would request the hon. Minister to see to it that the sub-classifications which we have in the matter of these quarters disappears as soon as possible. One sentence before I finish. You know very well that most of us represent a backward areas in this country and most of us from those areas and I have the good fortune to represent a backward area. Our Minister has given us a statement about the new lines that are going to be opened and if we are going to proceed at that snail's pace, the backward areas of our country may have a chance of new lines in an other 20 or 50 years. Can we wait till then? I do not think we can wait till then. I would therefore, say that backward areas like Hoshiarpur and Kangra in the Punjab, which I have the privilege to represent, and Santhal Parganas, which my friend here represents, should be given a chance. It is good to those who have already something; it is much better to give to those who do not have but hope to get something; it is best to give to those who have no hope of getting anything. I would, therefore, request the hon. Minister to look into the needs of the backward areas and give them a place on the map of the railways of India.

Shri Achuthan (Crangannur): I am very glad to be able to congratulate the hon. Railway Minister, who, though the shortest among men, is the biggest employer in India, with an investment of

Rs. 1,000 crores and an employment personnel of one million people and is ably assisted by the Major-General Shri Shahnawaz Khan, a jolly good fellow.

My main point is with regard to revision in the railway rates. I do not know the urgent need for this revision at this juncture when the Railway Ministry themselves say that they are going to appoint a committee for this purpose. The increase of fares for distance upto 150 miles will affect my State because all the third class passengers may have to pay something more. They ought to have taken care to see that the cart is not put before the horse in enhancing the rate of third class passengers travelling upto 150 miles. I hope the Railway Minister will come forward today and say that he will increase the legs from three to four.

1 P.M.

Then, with regard to new lines in our area, I should like to say a few words. It is a pity that Southern India, as a whole, because of its geographical position and big mountains, is not well developed in regard to railway lines. The Ministry is going to have a survey of the eastern and western regions of the south and I appreciate that. There are some of the main lines which are going to be taken up by the railways. I refer to Tinnevelly-Trivandrum-Cape Comorin line. There is a big doubt—that is, whether it is Trivandrum-Cape Comorin or Tinnevelly-Cape Comorin. I do not see any reason for such a division of opinion. It is a necessity. Every one knows that it is a very thickly populated area, having a heavy traffic. So, necessarily, the survey must be from Tinnevelly and Trivandrum to Cape Comorin. This is the southern most region of this great country.

Another line to which I shall refer is the Trichur-Kollengode line. It has been investigated; survey was done years back. A lot of commodities such as rice, onions, chillies, jaggery, pulses, etc., have to go to the western region from the eastern region. Shri Alagesan knows all these things. All these commodities must now come *via* Olavakkoda, to Trichur. If a railway line is opened between Trichur and Kollengode, all commodities from the western region, namely, coconut oil, betel-nuts, fish, etc., can be taken to the eastern region. So also, from the eastern region all the goods can come to the western region. Ditto with regard to the Tellicherry-Mysore region. That also has to be taken up and first priority must be given to these regions.

Some concession is given to the transport of foodgrains and pulses. I appreciate that. But something more must be given; that is, concessional freight rates must be applicable to fruits also. Bananas and Jack fruit must find a place in North India. So also, apples and oranges must find a place in South India. So unless some more concession like this is given to the traders, permitting them to send these fruits through express trains to the regions concerned, the particular section of agriculturists, namely, the horticulturists, may not be given scope for their improvement. They must be given encourgement. There are some concessions given to food materials and manure; and similarly, concessions should be given to the fruit-growers for transporting fruits.

Now, why don't the Government consider giving some fare concession to the Members of the State Legislatures? M.Ps are given free passes throughout India. The Members of the Legislatures also deserve very good concession so that they can travel throughout the country and see for themselves what things are going on in the country. So, necessarily, they must be given some concession at least by the next budget, so that all Members of the Legislatures of States must have an occasion to visit all parts of India and see how our great country is progressing economically and culturally.

Some concessional rates have been given for travel during Deepavali and Dussehra festivals. People in my part

[Shri Achuthan]

of the country have got Onam, Christmas and Pongal. I do not know why these festivals have been omitted. People celebrating these festivals are living all over the country and they necessarily may have the idea of going back to their places for these festivities. For instance, Onam is celebrated for a week. A number of officers celebrating these festivals are in North India. Previously, there was the P.T.O. concession, to officials and it is no longer there. So, in addition to the concession fares for Diwali and Dussehra, we must have concession for Christmas, Onam and Pongal festivals. Common officers are really asking: "Are we do to be here continuously for a number of years? Don't we want to visit our families in the South? We want to see our parents" etc. This factor also must be taken into consideration.

With regard to the facilities for passengers in the trains, I should like to say a few words. The commode system of lavatories in trains and waiting rooms must go. The Indian people are not accustomed to use the commode system. I myself feel the difficulty. Hereafter you must see that all those commodes are taken away from the inter class and second class coaches and the waiting rooms and the Indian system is adopted. Moreover, there is scarcity of water in the laterines. A number of people have to wait because there is no water available in the latrines. After using the latrine, if there is no water, what should they do? These are primary necessities which cannot be postponed or prolonged.

Then, with regard to catering in the railways. It is good that we have improved the catering. There is the departmental catering in the Southern Railway. A tiffin carrier meal is supplied at Rs. 1-4-0. Shri Alagesan may have tasted it, before he became Minister, and of course, he may now be going by air. It is really better than North Indian meals. I request you to see that this system is introduced throughout the country so that people may have an idea of the food supplied, and satisfy while travelling, with sufficient but not costly meal and other facilities, their minimum requirements.

Shri Debeswar Sarmah (Golaghat-Jorhat): I thank you for the opportunity given to me, and I thank you also for having given me the opportunity to speak a few words on behalf of the most neglected corner of India.

Mr. Chairman: Time is very short.

Shri Debeswar Sarmah: Time is very short and I shall also be very brief. As regards the telescopic rates, I associate myself with all that Shri D. C. Sharma had said. It will hit the common men most. As regards the neglect of the north-eastern corner of India in the matter of railways, I have only to give one illustration. It is not an isolated case. It is a matter of common occurrence. When there were floods in Assam in June and July last year, a lot of clothes were collected in Bombay for the relief of flood victims in Assam and these were despatched in June and July last year to Assam. They reached the State in February this year. It took six to eight months for these relief clothes to reach Assam from Bombay. A big chunk out of it was lost in Siliguri. I say this is not an isolated instance. This is a common occurrence.

We are thankful for the expeditious work on the link line in the North-Eastern Railway. But the portion between Kishanganj and Amingaon goes off for about three to four months every year during the rains. I gather there is a certain alternative scheme under contemplation of the Railway Ministry for the portion in North Bengal. But we have not heard about any alternative scheme being contemplated to replace the worst affected portion in Assam section of it so far. I hope an alternative route will be taken up and that in his reply the hon. Minister will say something regarding this line.

In the first Five Year Plan, Assam has not been able to spend much money. Only about 33 per cent of the total amount allotted has been spent, and

blame has been sought to be laid on Assam for this seeming inefficiency inability to spend money. But the railway communication goes off for six months in the year. During the last year, it was off for sixth months. The steamer companies are owned by foreigners—the British,—and are manned mostly by Pakistanis. Whenever there is trouble due to natural calamities, the railway lines go off due to floods. The Pakistani hands in the British owned steamers, I think, number about 98 per cent, and they went on strike recently. In Assam, there is no cement factory, no paper mill, and when outside capitalists look for starting such factories, transport is the most serious handicap. With railways off for four to six months in the year, with steamer service indifferently working, how can a State carry on development work effectively and efficiently, particularly when all essential goods such as machinery, cement C.I. sheets etc. have to be imported from outside. That is the snag there. With this state of affairs, if the transport system is not properly looked after in this frontier State, what can the people do? And then there is the crying need for extension of the Railway from Terpur to North Lakhimpur in the North Bank. This State remains the weakest link in the chain of transport, development as well as defence of India.

[SHRI BARMAN *in the Chair*]

A bridge on the Brahmaputra will pay its way in time. Abolish the present ferry system and if necessary levy a small toll—per maund or ton, or whatever it is—and the bridge will pay for itself.

During earlier Session of this House, the Railway Minister was pleased to issue comforting assurances. Later on, we were deprived of this also. Of course, I am not saying that comforting assurances alone can carry us far. I submit that the controversy between Jogighopa and Pandu for railway bridge should not stand in the way of constructing the bridge over the Brahamaputra. Whereover the railway engineers or expert decide as the best site, a bridge should be constructed; it may not be any further delayed.

Then there are the Garo Hills for exploitation. This area contains coal, limestone and various other natural resources. We can gather mica and other things from here. I understand that there has been some traffic survey over this place. Let us hope that the Government will not delay the proposal for having a railway line connecting the Garo Hills with some river post or Railway Station, and that it will be taken up in the remaining period of the Five Year Plan.

In this frontier State which is affected by earthquakes and by floods of Brahmaputra, a safe and secure railway line is a prime necessity. I hope this matter will receive urgent consideration. Just as I illustrated that flood relief clothes from Bombay took about 8 months to travel to Assam, a big chunk of its missing at Siliguri the sweaters and other things sent missing and the blankets and other things booked from Bombay in June and July last year reached Assam only this February—now the tea industry is crying for manure. The agriculturists are also asking for manure, and manure cannot be had because there is a bottle-neck of transport. The season for manuring tea will be practically over by the time it reaches. Then again, at Dibrugarh a protection work and spurs are being constructed but there is shortfall in supply of railway wagons and the result will be that lakhs and lakhs of Government of India money would be simply thrown away into the Brahmaputra because if the proposed scheme cannot be completed in time the floods in Brahmaputra during this coming June, July or August will wash away everything.

I hope that this far-way frontier area of India, which is lying neglected, will receive the attention it deserves.

Shri Damodara Menon (Kozhikode): Sir, I do not want to take much time and therefore, in view of the very very

[Shri Damodara Menon]

short time at my disposal I shall confine myself to simply enumerating some of the points which I fondly hope will receive the consideration of the Railway Minister.

I do not want to repeat what has already been said here about the telescopic rates and freights. There is nothing basically wrong about our introducing telescopic rates and freights, but it must be done in a manner that does not affect the poorer section of our society. In the Report of the Taxation Enquiry Commission it has been suggested that about freights an enquiry is necessary in which the railway officials and members of the Planning Commission should sit together so that our freight system may be thoroughly reorganised. I wonder why the hon. Minister could not have waited for the report of the contemplated Commission, he wanted to appoint before the freight system and also the fares were altered.

Another point I want to touch is a general point. It is about the competition between road and rail traffic. This matter has not been touched by the hon. Minister in his Budget Speech. In our developing economy it must be possible for us to see that there is no wastage and that there is no unnecessary competition between road and rail. In my own district I find there is a lot of competition between road and rail. There is a railway line from Calicut to North Malabar and also there is a road running parallel to it. I know, as a matter of fact, whenever the railway time-tables are likely to be modified, there is a rush of bus owners and the companies which run the bus routes to the Madras Railway Office. I am not making any allegation, but somehow when the railway time-table comes it comes in a manner which gives the bus owners ample opportunity to have this sort of competition. Therefore, apart from the general question of our not wasting our energy in traffic by this sort of wasteful competition, it must be possible for the Railway Ministry to enquire into this matter.

Before I conclude, I want to say one or two things about my own district. It has been stated about Calicut that it is an ancient city, but the railway station there is more ancient, it appears now, then the city itself. A remodelling of this station is very very necessary. I hope the hon. Minister will see to it.

Regarding retiring rooms, there has been an indication in the Minister's speech that he wants to introduce a new type or retiring rooms. In Malabar District there is no station with a retiring room. I would suggest that retiring rooms must be provided at Shoranur, which is a railway junction, as well as at Calicut.

Now, regarding the new railway line which has been pleaded for by Mr. Somana and Shri N. P. Damodaran—I am speaking of the railway line from Coorg to Tellicherry—I hope this line will be immediately taken up. Coorg is a unit under the Centre and I want to ask: is it not a matter of shame that the Railway Minister himself, if he wants to reach Coorg, will have to take some conveyance other than the train?

Shri T. B. Vittal Rao: He takes the plane.

Shri Damodara Menon: If it is necessary for him to reach that place it must be possible for him to go in a train also. Therefore, apart from all our considerations of development and all those things, I hope this railway line will also be taken up immediately.

श्री पी० एल० बारूपाल (गंगानगर-झुंझुनू---रक्षित---अनुसूचित जातियां) : रेलवे मंत्रालय ने राजस्थान में कुछ रेलवे लाइनें डालने के बारे में उल्लेख किया है मैं उसके लिए रेल मंत्री जी को धन्यवाद देता हूं । लेकिन मैं मंत्री महोदय का ध्यान एक दो पिछड़े हुए इलाकों की ओर दिलाना चाहता हूं और आशा करता हूं कि वह वहां की गरीब जनता की आवाज को सुनेंगे और उनकी मांग को पूरा करेंगे। बीकानेर और श्रीकोलायत के बीच तो रेलवे लाइन है

लेकिन श्रीकोलायत से जैसलमीर जो कि तकरीबन दो सौ मील का टुकड़ा है कोई रेलवे लाइन नहीं है । वहां पर रेलवे लाइन बिछाने के लिए भूतपूर्व बीकानेर स्टेट रेलवे ने एक योजना बनाई थी और सर्वे का काम भी पूरा कर लिया था लेकिन वह पूरी नहीं हो सकी । अब मैं रेलवे मंत्री जी से प्रार्थना करता हूं कि श्रीकोलायत से, फलोदी और पोकरन होते हुए जैसलमेर रेलवे लाइन बिछा दी जाए जिस से कि वहां की जनता को लाभ हो । इसी सम्बन्ध में मैं एक और बात कहना चाहता हूं और वह यह है कि आगामी वर्ष में राजस्थान कनाल (हरिके पत्तन) का काम शुरू होना निश्चित हुआ है और ऐसी हालत में वहां पर इस रेलवे लाइन की बड़ी ही आवश्यकता है । मैं आशा करता हूं कि रेल मंत्री जी इस ओर जरूर ध्यान देंगे और लोगों की इस मांग को पूरा करें ।

दूसरी बात जो मैं कहना चाहता हूं वह यह है कि हिन्दूमलकोट तक एक बड़ी लाइन है वहां से श्री गंगानगर तक केवल १६ मील का फासला है । यदि इस टुकड़े को रेलवे लाइन से कनैक्ट कर दिया जाय तो वहां के व्यापारियों और जनता का बड़ा भला होगा । जब रेलवे मंत्री वहां पर कुछ समय पहले ग्रामोत्थान विद्यापीठ संगरिया पधारे तो उन्हों ने जनता को यह आश्वासन दिया था कि यह टुकड़ा रेलवे लाइन द्वारा मिला दिया जाएगा । अभी तक इसकी तरफ कोई ध्यान नहीं दिया गया है । मैं रेलवे मंत्री जी से दरख्वास्त करता हूं कि जल्दी से जल्दी इस टुकड़े को रेल द्वारा मिलाने के लिए कदम उठाएं । इससे बहुत देर से चल रही लोगों की यह मांग पूरी हो जाएगी और वे आपके आभारी होंगे।

मुझे समय बहुत कम मिला है और जितनी बातें मैं कहना चाहता था उसमें से कुछ भी नहीं कह पाया हूं । अन्त में आप से एक बार फिर प्रार्थना करता हूं कि श्रीकोलायत से जैसलमीर तक और हिन्दूमलकोट से श्री गंगानगर तक रेलवे लाइनें बिछा दें ताकि लोगों को लाभ हो और रेलवे में आर्थिक दृष्टि से सुधार हो सके। श्री गंगानगर जिले में बड़ी बड़ी मंडियां हैं। आशा है कि रेलवे मंत्रालय इस ओर ध्यान देगा ।

डा० सुरेश चन्द्र (औरंगाबाद) : रेलवे मंत्री ने टैलिस्कोपिक रूट्स का सिलसिला तो जारी कर दिया अब टाइम भी टैलिस्कोपिक हो रहा है । इस टैलिस्कोपिक टाइम के अलावा मैं दो तीन बातें कहना चाहता हूं । बजट की जो अच्छाइयां हैं या जो उसमें कमियां हैं उनके बारे में तो इस थोड़े से समय में कुछ कहना नामुमकिन है और न ही मैं इन बातों को कहने की जरूरत ही महसूस करता हूं । इस वक्त मैं एक दो बातें हैदराबाद स्टेट के बारे में और खासकर औरंगाबाद के बारे में अर्ज करना चाहता हूं । हैदराबाद के बारे में तो हैदराबाद के सदस्यों की ओर से एक ज्वायंट मैमोरैंडम रेलवे मंत्री जी को दे दिया गया है और मैं आशा करता हूं कि वे उस पर गौर करेंगे और हमारी शिकायतों को दूर करने की कोशिश भी करेंगे । अब मैं औरंगाबाद की तरफ आता हूं । औरंगाबाद हिन्दुस्तान की उन जगहों में से है जहां से रेलवे को और हिन्दुस्तान के दूसरे महकमों को रेवेन्यु में शायद सबसे ज्यादा इनकम होती है । बाहर से जितने भी ट्रिस्टस आते हैं इनमें से शायद ही कोई ऐसा ट्रिस्ट होगा जो कि औरंगाबाद अलोरा और अजंता देखने न जाता हो । अगर आप औरंगाबाद स्टेशन की हालत देखें तो आप को मालूम होगा कि यह बहुत ही खराब हालत में है, न वहां पर ठहरने के लिए कोई जगह है, न पानी का कोई इंतजाम है और लैट्रिज के बारे में जितना कहा जाए उतना थोड़ा है । मैं ने कई चिट्ठियां लिखी हैं लेकिन इस पर रेलवे ने अभी तक कोई ध्यान नहीं दिया । औरंगाबाद एक बड़ा भारी ट्रिस्ट सैंटर है और वहां से सरकार को बाकी सब ट्रिस्ट सैंटर्ज के मुकाबले में ज्यादा आमदनी होती है । इस लिए आपको औरंगाबाद की तरफ सब से पहले ध्यान देना चाहिए । सब मानते हैं कि औरंगाबाद दुनिया के सुन्दर स्टेशनों में से एक है लेकिन अगर आप रेलवे स्टेशन की हालत देखें तो आप यह नहीं कह सकते कि

[डा० सुरेश चन्द्र]

यह एक सुन्दर स्टेशन है । इसलिए मैं प्रार्थना करता हूं कि इसकी हालत सुधारने की तरफ जल्दी से जल्दी ध्यान दिया जाए ।

आप ने जो स्कीमें रखी हैं उनमें से एक बम्बई और औरंगाबाद के दरम्यान डीजल रेल कार चलाने की है । आप ने औरंगाबाद से अजन्ता और औरंगाबाद से अलोरा की सड़क को ठीक करने के लिए भी कुछ रकम मंजूर की है लेकिन वह इतनी कम है इससे यह सड़कें बिल्कुल भी ठीक नहीं हो सकेंगी । जो भी ट्रिस्टस अजंता जाते हैं वे धूल और खाक से इतने भर जाते हैं कि वे अजंता की खूबसूरत मूर्तियों और पेंटिंगज को पूरी तरह से एप्रीशिएट नहीं कर सकते । इस वास्ते इन सड़कों को पक्का करने के लिए काफी रकम मंजूर की जानी चाहिए ।

क्योंकि मुझे सिर्फ तीन मिनट का टाइम दिया गया है इस वास्ते मैं और ज्यादा न कहते हुए यही कहूंगा कि यह जो दो तीन बातें मैं ने कही हैं रेलवे मंत्री इन की तरफ ध्यान दें और इन को जल्दी से जल्दी ठीक कराएं ।

Shri Bogawat (Ahmednagar South): I must congratulate the Railway Minister and his lieutenants for the able administration of the railways. We are very grateful to the late Shri Gopalaswamy Ayyangar and the present Railway Minister for doing a number of things and improving the railway administration. Because, we cannot forget the conditions of the railways just after the end of the Second World War and also some years thereafter. We had no more than goats and sheep in the railway train and many passengers had to remain in the station because they could not get accommodation.

I cannot speak for want of time about many other things and also about the several amenities that are being looked into by the national and public utility industry of the railways. We are proceeding, progressively our objective being a socialistic pattern of society, and I will thank God when we see the day when the tiller becomes the owner of the soil and the worker the master of the industry.

Railway workers would be the masters, but they must deserve it and I would request the railway workers to take a vow that they would never attempt at any corruption. It is a stigma on the railways if people say there is corruption in it. They must take it into their heads that as they are the owners and masters of the railways they will see that henceforth no worker will make any attempt whatsoever for getting any illegal gratification or any such inducement.

After saying this I wish to point out that many Members are or the opinion that there should be no classes on the railways. In 1953-54 even the Railway Minister had made a reference in his speech that the classes should be abolished on the railways. But proper steps in that direction are still not taken.

I wish to say that at least the fares up to one hundred miles should not be increased, because the length of the railway in one district is just about a hundred miles, or thereabout, and the ordinary common people travel in the district for several transactions. So it will be a burden on them and it will be a useless thing to say that we are proceeding to create a classless society. So I would request the Railway Minister that this point should be thoroughly gone into, and if at all any rate is to be increased it should be beyond one hundred miles up to three hundred.

After saying this I wish to draw the attention of the Railway Minister to one missing link on the railways; I will mention this point and finish. The Khandwa-Hingoli line is being taken up. It is a metre gauge railway up to Parli Vaijnath. In order to join the north and south metre gauge and the western metre gauge, and to benefit the backward and undeveloped area

there, it is necessary to connect Parli Vaijnath to Poona *via* Dir, Sheogam, Ahmednagar, God Nadi, Alandi. In some of these parts there is always famine, scarcity and unemployment, though the lands are rich and yield very good crops of oilseeds and there is also a cotton area in my district. There are a number of sugar industries and other industries which are developing. There is also the God Nadi River project. Therefore this line is quite necessary. There is a very big transport here. There are big fairs at Paitan, Ambajogai and Alandi, like the Pandarpur fair. They have no railway. Not only that. There is a big Training Military School at Ahmednagar, and even the Military Department has recommended this railway. If we look to the map it will be quite clear that this railway is necessary and essential. Unless it is taken up, the problem of the underdeveloped areas or of famine and unemployment would not be solved.

I do not wish to speak more on this because I have already made a representation to the hon. Minister and I have received a reply that they are considering it. So I would just request him to take into his earnest consideration this missing link from Parli Vaijnath to Poona *via* Dir, Sheogam, Ahmednagar, God Nadi and Alandi.

श्री बाचमार (परभणी) : समय कम होने से मैं बहुत संक्षेप में अपनी चन्द एक बातें हाउस के सामने रक्खूंगा, आशा करता हूं कि उन पर हमारे रेलवे के मंत्री महोदय ध्यान देंगे।

अगर हमारे मंत्री महोदय हैदराबाद का रेलों का नकशा देखेंगे तो वह पायेंगे कि दूसरे स्थानों के मुकाबले में वह पिछड़ा हुआ है और मैं चाहूंगा कि वह इस पिछड़े हुए प्रान्त की रेल व्यवस्था को दूसरे प्रान्तों की रेल व्यवस्थाओं के समान लाने की ओर ध्यान दें और आवश्यक कदम उठायें। हमारी हैदराबाद रेलवे में खास कर तीसरे दर्जे में बहुत खामियां हैं और उसमें काफी सुधार की आवश्यकता है। तीसरे दर्जे के जो डिब्बे होते हैं, कैरिजेज होती हैं वह निहायत ही गंदी होती हैं और उनमें सफाई और पानी रखने का तो कोई ख्याल ही नहीं रक्खा जाता। इसके अतिरिक्त हमारे स्वामी जी ने खासकर आदिलाबाद रेलवे लाइन की हालत जो आपको बताई है, उसका तो हाल ही न पूछिये, उस पर न स्टेशन की ईमारतें और न कोई वेटिंग रूम हैं। तीसरे दर्जे के मुसाफिरों के ठहरने के लिए कोई इंतजाम नहीं है, पीने के पानी का भी इन्तजाम नहीं है इस गाड़ी में पूरना से जो पानी भरा जाता है वह आदिलाबाद पहुंचने के पहले ही चुक जाता है आदिलाबाद से वापसी में पीने के पानी की कौन कहे। लैट्रिन्स में पूरना तक पानी नहीं मिलता। इस लाइन पर मुदखेड जो जंक्शन है वहां पर लोगों के ठहरने की कोई सुविधा नहीं है। इसी तरह से मनमाड स्टेशन पर जो मीटर गेज का प्लेटफार्म है उस पर अभी तक फर्श ही नहीं है वेटिंग रूम की बात तो दूर, इस प्लेटफार्म पर पूरी छत नहीं है। हमारे मंत्री जी ने कहा कि मनमाड का प्लेटफार्म दुरुस्त किया गया है, मैं नहीं जानता कौन सा वह प्लेटफार्म है जिसे दुरुस्त किया गया है। वहां का तो यह प्लेटफार्म बिल्कुल डस्टी है और छत भी ज्यादा वसीह नहीं है।

इसके अलावा एक्सीडेंट्स जो रेलवे में होते हैं उन पर अगर हम जरा गहराई में जाकर देखें तो पायेंगे कि हमारी रेलवे के जो मीनियल सर्वेन्ट्स हैं, क्लास तीन और क्लास चार के कर्मचारी हैं, उनकी पे और उनकी लिविंग कंडीशंस की तरफ सरकार को ज्यादा हमदर्दी के साथ विचार करना चाहिये और यह देखना चाहिये कि वह अपनी जिन्दगी अच्छी तरह बिता सकें, आज उनकी हालत बहुत नाजुक है और आप उनके काम की जिम्मेदारी समझ कर जो उनकी भावना है उसको पहचान कर उनकी तनख्वाहें पे कमीशन ने जो रेकमेंड की हैं वह उनको दें, यही हमारे रेलवे के पार्लियामेंटरी सेक्रेटरी साहब ने भी अपनी रिपोर्ट के पैरा १५५ में उनकी तनख्वाह की बाबत लिखा है कि उनकी मांगें पूरी की जायें। अगर हम चाहते

[श्री वाघमार]

हैं कि वह अपना काम मुस्तैदी और जांफिशानी से करें तो हमें उनकी मांगों की अवहेलना नहीं करनी चाहिये । अगर ऐसा सरकार करे तो मैं यह कहता हूं कि रेलवे पर आजकल जो हादिसे होते हैं, वह कम हो जायेंगे और खत्म हो जायेंगे । जो लोग लोको शेड या दूसरे रेलवे वर्कशाप्स में काम करते हैं उनके मुकाबले में इनका काम जो लोग (Train Examiner) लाइन पर काम करते हैं कम महत्व हुनर और जिम्मेवारी का नहीं है लेकिन इन बेचारों की पे लोको शेड और वर्कशाप्स में काम करने वाले लोगों की बनिस्बत कम है इस वास्ते भी उनका अपने काम में मन नहीं लगता ।

इस लाइन में चूंकि उन्हें कम तनख्वाह मिलती है, इसलिये और दूसरे मिकेनाइज्ड डिपार्टमेंट में जाने के लिये, या लोको शेड में जाने का उनका खास रुझान होता है और वह अपने काम में दिलचस्पी कम लेते हैं, इस वजह से भी रेलवेज पर एक्सीडेंट्स होते हैं। मैं रेलवे मंत्री महोदय से विनती करूंगा कि उनके जो ग्रीवान्सेज और मांगें हैं उन पर सहानुभूति-पूर्वक विचार किया जाय और उनको पूरा किया जाय । वह कोई आपसे खैरात नहीं मांगते । पिछली अनेक कमेटीयों की रिपोर्टों में भी यही कहा गया है कि उनकी जो मांगें हैं वह जायज हैं, दुरुस्त हैं और वह पूरी होनी चाहियें । उस लिहाज से मेरी भी एक विनती है । यह एक्स्पर्ट्स की राय है, और मेरी अपनी भी राय है । मैं ने एक्सपर्ट्स की रिपोर्ट्स को देखा है । हैदराबाद के सदस्यों की ओर से एक मुत्तफिका तौर पर जो मेमोरेन्डम पेश किया गया है उस पर गौर किया जाय और जो हैदराबाद स्टेट का पिछड़ा हुआ इलाका है, जो आप की नजरों से ओझल है, उस को बाकी हिस्सों के बराबर लाया जाय ।

हैदराबाद के दो जिले जो कि रेलवे से कनेक्टेड नहीं हैं। मेरा मतलब उस्मानाबाद और बीड़ से है इनको रेल से जोड़ा जाय और परली लाइन को मोमिनाबाद तक जो तालुके का मरकज है बढ़ाया जाय ।

शोलापुर से तुलजापुर होते हुए उस्मानाबाद, बीड़ और जालना तक एक नई लाइन डाली जाय । आदिलाबाद से आने वाली लाइन पर बहुत से पहाड़ हैं जहां से काफी लकड़ी आती है लेकिन वहां पर माल लाने ले जाने की बड़ी कम सुविधा है । इसलिये मेरी गुजारिश है कि इस लाईन पर दो गाड़ियां चलाई जाएं और उन पर पानी वगैरह का इन्तजाम किया जाय ।

इसी तरह से खंडवा हिंगोली लाइन को सन् १९५९ में कम्प्लीट करने के लिये कहा गया है । इस को जल्दी से जल्दी कम्प्लीट किया जाय ।

इसी तरह से लातूर रोड से लातूर मिलाया जाय और लातूर से कुलवाडी तक जो नैरो गेज लाइन है उस की जगह ब्राड गेज लाइन कर देनी चाहिये ।

Shri L. B. Shastri: I am thankful to hon. Members for the trend and tone of their speeches which were throughout very helpful. Several matters have been dealt with by the Deputy Minister. I need not go over them again. I shall touch upon a few other general problems referred to by Members in the course of the last two days.

I am sorry that Shri Asoka Mehta and Shri H. N. Mukerjee were not good enough to carefully examine the facts and figures mentioned by the Deputy Minister and myself only two days back in respect of the better performance of the railways during the current year I shall not go into these facts and figures again. But, I do want notice to be taken of the fact that during the last 9 months, the railways have registered a distinct improvement on the operational side. I have never tried to exaggerate matters. When I make this claim, the House can realise that I do so on the basis of solid facts. The improvement made is, no doubt, particularly marked only during the past few months. But, I have a feeling that

it has now come to stay. I do realise that it will be fatal for railways if this progress is not maintained. Rolling stock would be imported and manufactured in the country to meet our requirements. But the time factor has always to be kept in mind. Similarly, the increased line capacity works are also quite big, and they will take their own time. Getting the required parts and components and other necessary material, especially, steel is also an important factor. The limitations are there. But, we should have the determination to surmount them. May I assure the House that we are planning on the right and proper lines? Dr. Krishnaswami is perhaps afraid that we are not looking ahead and are moving in the old conservative way. He need have no such misgiving. Provision has been made in the Budget for large-scale surveys with a view to our being able to take up construction work from the very first year of the Second Five Year Plan period. Proposals for the survey of about 1300 miles of new lines and 900 miles of doubling have been made to be undertaken during the Budget year. The surveys for new lines, I think, may have to be raised further from 1300 to 1500 miles. This is going to be a big task. The question of adequate technical personnel is important and urgent. We will have to use all our talents, young and old to complete this work. Some of the existing rules, if necessary, may have to be relaxed to attract the required personnel. Similarly, the Railway Ministry will have to plan for other things as well, raw materials, rolling stock and personnel. They will have to be arranged for within the required time so that time lag is not permitted to interfere with our programme or work.

I have already mentioned in my speech about the creation of a planning cell in the Railway Board office and our intention to strengthen it further. I have also created only a few days ago the post of a Deputy General Manager of Planning in each Railway so that there is not only proper planning and co-ordination, but implementation of the works programme of each Railway is carried out according to schedule. There is no doubt that the Railway Board and the Railways will have to gear up all their resources to take up this vital and colossal task of adequately providing the transport needs of the country. I have a suspicion, and I hope it is wrong, that there is a subtle move to put all the blame on the Railways if the other sectors of the economy do not come up to expectation. I know the task of the railways is a most difficult one in the circumstances prevailing today. Industrialists and others have had no problems of such magnitude to face either before or now as the Railways had to tackle during the war and after the Partition. I sometimes feel sad to think that these difficulties are not fully realised and there is no word of cheer for those thousands of our railwaymen who are engaged in the stupendous task, in the most difficult period in the history of the railways, of not only rehabilitating railways, but of developing them to meet the growing needs of the country. There may be shortcomings and some mistakes too. But, those alone can commit mistakes who really do the work and are on the march. I have every hope that the Railway Board and the railways would rise equal to the occasion and succeed in removing all fears and misgivings wherever they are entertained. Even if they occasionally falter, I do not mind. But, I do want them to aim high and put in their best and most genuine effort.

It is true that I have not given a clear idea of our development programme for the future, relating to the Second Five Year Plan. But, it would surely be premature to do so on my part as our Plans are not complete and they have not yet been finalised. The different States, the various Ministries concerned, and the Planning Commission have to be consulted and we are in the process of doing so Three important items of the Plan would naturally be new construction including doubling the lines and other works designed to increase the present line

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capacity, self-sufficiency in rolling stock stores and other equipment, and improved working including the extension and expansion of our present maintenance works. The other things would automatically follow, the importance of which could not, of course, be minimised. In all these three matters we are not only planning on an ambitious scale, but are, in fact, going ahead with many schemes which will gradually show results as time passes. For new constructions, I would certainly like to plan for 5000 miles. But, I shall not like to commit myself definitely unless I have made myself quite sure about the resources available to us. But, from the proposals chalked out by the Board, which have not yet come to me so far in a definite and concrete form, I have an impression that it might at least go to 4000 miles inclusive of doubling. Careful thought, I am sure, has to be further given to this matter as this is the most important item of work on the railways on which the eyes of our country are fixed with great hopes. It is no small attempt—I hope hon. Members would agree—on the part of the Railway Board to develop 50 per cent increased capacity for the next Five Year Plan over the estimated demand at the conclusion of the First Five Year Plan period. This substantial increase in capacity is being planned to meet the likely demands during the next Five Year Period. That will naturally cover the normal increase in general traffic and the traffic anticipated to arise in respect of the new steel plants, expansion of the cement industry and other known projects.

I was somewhat amazed to hear Shri Bhagwat Jha Azad and one other hon. Member referring to the speech of the Finance Minister, that the railways were not able to contribute their full quota, with their own further observation that the railways should find funds for the developmental works from their own resources. Shri Jha wants backward areas to be opened up, and rightly so. Lines constructed for this purpose will be unremunerative for some years to come, and yet he suggests that the railways with all their existing commitments should be able to contribute in full towards their construction and operation, which even the Finance Minister does not expect us to do. There is perhaps a tendency sometimes to pick holes even when there is hardly any basis for doing so, for avoiding which I expect the Members on this side at least to show a better sense of awareness.

The development on all sides, especially in the public sector, has to be carried out on a colossal scale, and every unit of the Government has to contribute its utmost. But, in order to execute the various plans for building up the whole country, not only the resources of all will have to be pooled together but special steps like deficit financing or raising of loans from this country and abroad would have to be taken, so that the heavy and huge physical requirements of the Plan are properly met. I am sure that the other hon. Members do fully appreciate this aspect of the problem, and that there will be no cause for criticism on that ground.

I may also say that the figure of Rs. 800 crores has been mentioned, but I should like to tell the House that this is only tentative and that the final figure will depend upon the over-all size of the Second Five Year Plan and the share allocable to the railways. We are planning not merely in money terms that is, what funds are to be expended each year. We are rather thinking in physical terms of the maximum utilisation of the existing resources and of expanding capacity not only to meet the anticipated increase in the next five years, but over a longer period. We are, at the same time, keeping in mind the measures necessary to recruit and train additional staff required in various categories. The employment potential in the railway development is an important aspect from the point of view also of helping to solve the unemployment problem in the country as a whole. I hope that in my next budget speech I should be in a position to furnish a clear picture

of the plans required for the second five year period.

In this context, the House, I am sure, will appreciate the reasons for our expenses going up against which an equivalent revenue would not be found for a few years at least. During the first two or three plan periods this trend will surely persist and, therefore, while commenting on the mounting expenditure on the railways, this feature, I hope, would constantly be borne in mind.

There are other reasons for the increasing expenditure, most of which being unavoidable, and I would not weary the House with further details. However, I must assure the House that in spite of what I have said, all efforts should and would be made to effect economies in all branches wherever possible.

Shri T. K. Chaudhury is, I am afraid, misinformed about the report of the Efficiency Bureau. The Bureau was never entrusted with the task of advising the Board about the increase in the number of present zones. The Director of the Efficiency Bureau was, in fact, asked to examine certain aspects of the working and the performance of different railways and I might tell him that he discharged his duty efficiently. The Railway Board has, indeed, profited by his reports and the question of turning down his recommendations never arose at all. Shri Chakravarti, the Director of the Efficiency Bureau, happens to be one of our top officers and it would have been so unfair to deprive him of his promotion to the General Manager's Post for which the officers quite naturally look forward from the very start of their career. Shri Chaudhuri might as well ask Shri Chakravarty about his preference and satisfy himself further if he so desires.

I have clearly expressed my views about regrouping, and would suggest to Shri T. K. Chaudhury to read them again. But one thing I must say. I do not want to keep alive the controversy of regrouping for long as it might perhaps prevent us from taking a dispassionate view of the needs of the railways in the growing economy of the country and the expanding railway administration.

I shall touch a few other points mentioned in this House before saying something about the new lines. It has been suggested that the Grand Trunk Express should be speeded up. I entirely agree with it. I think it should be converted into a mail train and its speed considerably increased. But I have to make one request to the Members of the House, and the request is that the Railway Board should be given full freedom to cut down halts etc., without any interference on our part.

Shri Algu Rai Shastri (Azamgarh Distt.—East *cum* Ballia Distt.—West): Surely.

Hon. Members: Yes.

Shri L. B. Shastri: We will naturally consider filling the gap where we do away with the halts by other means.

Shri Somani wanted that I should decide early about the appointment of the Freight Structure Committee. I have already referred to this in my budget speech, but I might as well inform the House that the Committee referred to would be appointed very soon.

Shri Giri has made the interesting suggestion that the time has now come when, beginning with the public sector, the worker should be conceded a voice in the control of industry. He has gone on to say:

> "If we have to begin somewhere, we should begin with the railways by conceding a voice for the railwaymen in the control of the industrial system.
>
> Of course, the degree of the voice depends upon the constructive wisdom of the workers and their organisations, and simply because we concede a principle, it does not mean that we should concede it immediately."

This is what Shri V. V. Giri had said. I need not say much about my personal opinion on this matter. But

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because I have been giving thought to this matter for some time, personally, I will be prepared to consider this suggestion favourably. That much I can say, but of course, as Shri V. V. Giri has stated, the conditions precedent for the implementation of this suggestion should first be created by the workers, and for this, as Shri V. V. Giri has further pointed out, the maintenance of unity amongst railwaymen is essential.

Shri Frank Anthony has made some suggestions in regard to the compensation claims. But I am afraid that it would add to our cost. But the question of designing wagons which would keep water out in areas having heavy monsoon will, however, receive the consideration of the Railway Administration.

Shri Asoka Mehta referred to watch and ward employees, whose services were terminated because they had submitted representations. I would not deal with each individual case, but I would like to clear up Shri Asoka Mehta's misunderstanding, which is based on an one-sided version. The correct facts are that the two chief overseers of the Watch and Ward Department of the Western Railways were asked to appear for a departmental test for promotion to the grade of sub-inspector, watch and ward. They failed to appear at the written test, but put in a representation which was couched in improper and even offensive language insinuating foul play on the part of the superior officers, for which there was no basis. This amounted to misconduct, and the security officer decided to reduce them to the post of overseers, the next lower grade, after following the normal procedure. The legally correct procedure required that in such cases the services of the men should be terminated in accordance with the rules, and they should be reemployed in the lower grade as overseers. This was done, and they again submitted appeals, which after consideration were dismissed.

Shri Asoka Mehta has also questioned the necessity of a committee to examine the co-ordination of railways and coastal shipping. I shall not say much on that subject, but I would like to tell him that in view of the difficult nature of the subject and the paucity of relevant data, the setting up of an expert committee appears to be the only rational course to undertake examination of the various aspects of the problem.

Shri Frank Anthony has particularly warned Government against any complacency and any tendency to support bureaucratic infallibility. I can assure him that I am far from being complacent, and not inclined, as a matter of course, to support decisions taken at various levels of the Railway Administration; but I cannot also outright reject their decisions merely because appeals have been submitted. It is true that in some cases delays do take place, but the Railway Administrations are constantly directed to minimise delays. If I am not misunderstood, I would like to inform the House that my experience is that there is a growing tendency to put in representations to the General Managers, to the Railway Board, and to me, against any orders passed unfavourably to an employee. This can only result in duplication of work, and possibly lack of adequate attention to representations of persons having a genuine grievance. I would, therefore, appeal to all concerned to exercise discretion and restraint in sponsoring such complaints.

I shall, as pointed out by Shri Frank Anthony, look into the question of early announcement of the results of the Selection Boards. I entirely agree with him that there should be minimum delay in regard to the announcements of the results of the Selection Boards.

Shri U. M. Trivedi—he is not here now— referred to the construction of metre guage locomotives in Ajmer workshops, and wanted to know the

reason why the workshops have not been developed for the purpose. In fact, Ajmer is one of our biggest workshops, and there are proposals of further extension and expansion of that workshop. But the fact is that the lay-out of the Ajmer workshops is not suitable for the efficient manufacture of locomotives of modern design, apart from there being no spare capacity in the workshops. This work, is therefore, being concentrated in TELCO.

Shri Thanu Pillai and Shri J. R. Mehta referred to the injustice done to the *ex*-State railway officers in the matter of equation of posts. On the other hand, Shri Ramachandra Reddi protested against the importation of *ex*-State railway officers at the cost of Government railway officers. I am trying my best to make an objective approach to this matter, and I am re-examining the matter in the light of the criticisms and suggestions offered in this House and in the other House.

Shri Nambiar contended that relations with railway labour were unsatisfactory, and that Government were partial to certain unions. Well, Shri Nambiar has sometimes tried to make our relations unsatisfactory....

Shri Nambiar: Not in the least.

Shri L. B. Shastri: but I am glad that he has not succeeded so far. I would like to reiterate that the relations between Railway Administration and railway labour have continued to be cordial during the last few years. Government are not partial to any unions, but I might make it clear that I have no intention of permitting recognition of any unions other than those formed by merger by or with recognised unions. I shall not go into one of the other points he has mentioned, namely the average pay of class IV staff, for that can be discussed later on.

Some of the hon. Members have suggested construction of new lines in the areas in which they are interested. Reference has been made to Bangalore-Salem, Madurai-Karur-Salem as alternative to Salem-Tiruchirapalli, Trivandrum-Cape Comorin, Bombay-Mangalore, Tellicherry-Coorg-Mysore, by the Members from the south. One hon. Member from Madhya Bharat mentioned the need for conversion of the gauge of the railways in Gwalior, and the bridging of the gap between Shivpuri and Agar. A suggestion was even made by one of the Members to provide rail facilities between Rishikesh and Rudar Prayag that is on the Himalayas. I can only assure the hon. Members that new constructions will be carefully examined and undertaken in the best interests of the development of the country.

Shri H. N. Mukerjee referred to the electrification of the Calcutta suburban section. He would have noticed from the Budget papers that a sum of Rs. 2 crores has been provided for the Howrah-Burdwan-Tarkeshwar line in 1955-56. The electrification of Sealdah and other suburban lines will have to be undertaken in a latter phase. I am myself keen that the first phase should be completed as early as possible, so that we might be able to take up, and go ahead with, the next phase. May I also say that we all feel proud of Calcutta and Bengal? I can, perhaps, quite understand Shri H. N. Mukerjee now taking shelter behind parochialism, when all the other weapons in his armoury have **failed.**

2 P. M.

Some hon. Members, namely Shrimati Tarkeshwari Sinha and Shrimati Ila Palchoudhury suggested the taking over of the light railways by the Central Government. In this connection, we have decided after careful thought that Government Railway contiguous to the light railways should undertake a comprehensive study of the narrow gauge lines in their jurisdiction, and to report whether it would be advantageous to replace the lines on the same or other suitable align-

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ments by broad gauge or metre gauge railways or by road-ways. I shall, as suggested by Shrimati Tarkeshwari Sinha, naturally give further thought to the point raised in regard to the Baktiarpur-Rajgir line. In regard to the Baraset-Basirhat railway mentioned by Shrimati Ila Palchoudhury, the Eastern Railway has been asked to undertake a preliminary engineering and traffic survey for possible broad gauge link from Basirhat to Hasanbad for which a provision of Rs. 25,000 has already been made in the budget for 1955-56.

Shri Nevatia has mentioned about restoration of dismantled lines in Punjab and U. P. A number of lines dismantled has been restored all over India. The cases of the balance are still under consideration.

Ch. Ranbir Singh referred to the Rohtak-Gohana line. As I told him yesterday, in fact, it would have been more useful if he had made that effective speech in the Punjab and discussed about that line with his own Chief Minister. Anyhow, as I have said, I am prepared to review that project and I shall get into touch with the Punjab Government immediately.

Shri Somana mentioned about the paucity of railway lines in the Malnad area and in Coorg. The hon. Member is, no doubt, aware that the survey for a railway line between Hassan and Mangalore is in progress. The question of further lines in this area will be considered later on when the survey for the Mangalore-Hassan line has been completed and a decision taken on its construction. I also attach sufficient importance to the development of the West Coast and the Railway Board, I might inform the House, is fully seized of the matter. The Konkan area would also be covered by that.

Pandit D. N. Tiwari made a refeence to the Sonepore station.....

Pandit D. N. Tiwari (Saran South): N. E. Railway.

Shri L. B. Shastri:.....and in a general way, to the conditions prevailing on the North Eastern Railway.

Pandit D. N. Tiwari: Beyond Gorakhpur.

Shri L. B. Shastri: I might tell him that we will certainly see that the Sonepure station is improved and I shall advise the Railway Board to consider the question of providing a foot over-bridge over the platforms as soon as possible.

Swami Ramananda Tirtha has mentioned about priority being given to a particular line in Hyderabad State. The Railway Board shall certainly bear the special plea made by the Members of Parliament from Hyderabad in this connection in mind.

About the Assam link, it has been suggested that an alternative route should also be considered. Well, I may inform the hon. Member that that question is already being studied by the Railway Board and the survey may have to be taken up early.

The question of opening up of the Adivasi area, referred to by Shri Bhagwat Jha Azad, will also be taken up for consideration in connection with the Second Five Year Plan. I also propose to include surveys being taken up in the budget year of Satna-Rewa-Govindgarh and Nepani-Raibagh links.

It has been suggested that the Chamrajnagar-Satyamangalam link should be taken in hand.....

Shri M. S. Gurupadaswamy (Mysore): Immediately.

Shri L. B. Shastri: I am afraid I shall have to disappoint the hon. Member. This project was approved by the Central Board of Transport who recommended that it should be considered along with the Khandwa-Hingoli link. The Khandwa-Hingoli link has been given priority in order to link the north and south metre

gauge systems. For providing a link between the southern metre gauge systems, an alternative link from Bangalore to Salem has been suggested as being preferable. A survey to determine the cost and traffic prospects of the Bangalore-Salem line has been ordered and the relative merits of the Chamrajnagar-Satyamangalam project and Bangalore-Salem line will be considered.

Shri M. S. Gurupadaswamy: You have not said 'no' anyway.

Shri L. B. Shastri: I have not said 'no'.

An Hon. Member: But not immediately

Shri L. B. Shastri: Shri T. B. Vittal Rao has criticised the proposed Bezwada-Gudur doubling. I might inform him that the matter has already been discussed with the Southern Railway and investigation has been ordered for a broad gauge alternative line from Kazipet to Machlere on to Kumbum joining the Bezwada metre line north of the Penner river near Nellore.

I might now say a few words about the rates and fares. It was in the context of our increasing expenditure that I had suggested a slight increase in rates and fares. I have given full thought to the matter, and specially to the small increased burden which will have to be borne by the common man. The increase was the minimum that could be thought of, though it did mean some additional sacrifice on their part, which our countrymen have not grudged so far if it contributes to the general prosperity of the nation as a whole. I am really thankful to Shrimati Sinha, Shri Somana and Dr. Krishnaswami for the support they lent to this proposal. But the discussions held in this and in the other House have clearly shown the strong feelings held on this subject. I am myself deeply conscious of the necessity to avoid any adjustment which might operate harshly on the common man, and in keeping with the wishes of the hon. Members of this House, as also those of the Rajya Sabha, I propose that while the telescopic basis of the fares mentioned in my budget speech may be retained as a whole, there will be no increase in fare in the case of III class passengers travelling by ordinary passenger trains within a zone of 50 miles.

Shri M. S. Gurupadaswamy: Small mercies.

Shri L. B. Shastri: It is not so. The railways will be losing about a crore of rupees.

As the bulk of the long-distance passengers are carried by mail and express trains, it is necessary that the telescopic fares are introduced for the benefit of the long-distance passengers I, therefore, propose to retain the basis indicated in my budget speech for mail and express trains. I hope, however, the House will permit to come up later with these very reasonable proposals regarding fare increase, if the condition of our finances would call for the same.

Criticism was also levelled against the increase in the rates for 'smalls' and the imposition of a surcharge. There was hardly any intention to get any revenue out of it, and it was proposed only with a view to releasing more wagons for public use in the existing tight wagon position, but as it is felt that the smaller industries might be hit hard, in order to relieve the incidence of freight in the case of 'smalls' I propose that instead of 12½ per cent. surcharge on 'smalls' up to 20 maunds, the surcharge may be reduced to 6¼ per cent., and the minimum freight for 'smalls' might remain at the existing basis of Re. 1 instead of the proposed Rs. 1-8-0. These proposals will undoubtedly reduce the anticipated surplus but that will, I hope, fully meet the wishes of the House.

श्री धूसिया (जिला बस्ती--मध्यपूर्व व जिला गोरखपुर--पश्चिम--रक्षित--अनुसूचित जातियां): मैं एक सवाल पूछना चाहता हूं। मिनिस्टर साहब ने बहुत से सवालों का जवाब दिया लेकिन मुझे दुःख है कि उन्होंने रेलवे सर्विसेज में शिड्यूल्ड कास्ट और शिड्यूल्ड ट्राइब्स की भर्ती के बारे में कुछ नहीं कहा। प्राविंसेज के एजूकेशन मिनिस्टर और सेंटर के एजूकेशन मिनिस्टर कहते हैं कि हम शिड्यूल्ड कास्ट और शिड्यूल्ड ट्राइब्स के लड़कों की मांग पूरी नहीं कर सकते क्योंकि उनकी तादाद बहुत ज्यादा हो गयी है। इसलिए वह सब को स्कालरशिप नहीं दे सकते। दूसरी तरफ हमारे लड़के जो रेलवे सर्विसेज के लिए एप्लाई करते हैं तो रेलवे आथारिटीज कहती हैं कि हमको आपके ठीक आदमी नहीं मिलते हैं। इसलिए मैं रेलवे मिनिस्टर साहब से प्रार्थना करूंगा कि वह बतलाने की कृपा करें कि अब शिड्यूल्ड कास्ट और शिड्यूल्ड ट्राइब के रिक्रूटमेंट के बारे में उनकी क्या नीति रहेगी।

श्री एल० बी० शास्त्री : मैं ने इस चीज पर इसलिए ज्यादा नहीं कहा कि कटमोशन्स में यह सवाल उठने वाला है और उस पर काफी बहस भी होगी। लेकिन मैं यह बतलाना चाहता हूं कि हमारी पालिसी इस सम्बन्ध में बहुत साफ है, और हम चाहते हैं कि जो कोटा हरिजन भाइयों के लिए मुकर्रर है वह पूरा किया जाय। उनको यह भी मालूम है कि इस सिलसिले में इधर रेलवे में काफी तरक्की हुई है और जो नियुक्तियां हुई हैं उनमें शिड्यूल्ड कास्ट वालों की तादाद काफी बढ़ी है।

Shri Dhusiya: But not upto the mark.

श्री एल० बी० शास्त्री : यह तो मैं खुद मान रहा हूं। मैं यह नहीं कहता कि पूरा हो गया। मैं यह कहता हूं कि संख्या बढ़ी है। और माननीय सदस्य को यह भी मालूम है कि हमने लगभग साठ साठ जगहों के लिए विज्ञापन दिया है और उसमें कहा है कि उनमें केवल शिड्यूल्ड कास्ट के लोग ही लिए जायंगे और दूसरे नहीं लिये जायंगे, ताकि कमी को पूरा किया जाय। तो हमारी कोशिश निरन्तर उसी तरफ है। उनको यह भी मालूम है कि हमने कमीशन में शिड्यूल्ड कास्ट को मेम्बर भी बनाया है ताकि भर्ती के बारे में यह शिकायत न रहे कि उनकी तरफ ध्यान नहीं दिया जाता। अब यह सिलेक्शन का, इंटरव्यूज का और इम्तहान का मामला ऐसा नहीं है कि जिसमें आप यह आशा रखें कि जितने आपके आदमी आते हैं वह सब के सब ले लिये जाएं। इम्तहान होगा, नम्बर मिलेंगे। फिर कुछ लोग रह ही जायंगे। तो इस भावना से प्रेरित होकर बात नहीं कहनी चाहिए कि जबरदस्ती हो रही है और बेइन्साफी हो रही है। मैं यह नहीं कहता कि जितना करना चाहिए उतना हो चुका है। उसमें कमी है उसको मैं मानता हूं। उससे मुझे इन्कार नहीं है। लेकिन आपको अपने दिल में यह ख्याल नहीं रखना चाहिए कि मेरे दिल में कुछ और है या मैं यह नहीं चाहता कि हरिजन भाइयों का जो कोटा है वह ज्यादा से ज्यादा पूरा न हो।

Shri T. B. Vittal Rao: As the Railway Minister has not said anything about publishing the original report of the Accidents Enquiry Committee, may I know whether he is going to reconsider his decision or not?

Shri L. B. Shastri: Well, the hon. Member has heard the speech of Shri Shahnawaz Khan. Having heard his speech very closely yesterday, if he has anything else to suggest, he can suggest that to me. I do not think that Shri Shahnawaz wants that his original report should be published.

DEMANDS FOR GRANTS FOR 1955-56—RAILWAYS

Mr. Chairman: So, we may now go to the second stage, the voting on Demands for Grants. A large number of cut motions to various Demands have been tabled by Members. As usual, the hon. Members and Leaders of Groups may hand over the num-

bers of those cut motions, which they select, to the Secretary, say within 15 minutes.

Shri M. S. Gurupadaswamy (Mysore): On Monday, Sir.

Mr. Chairman: That will be considered later.

Shri Nambiar (Mayuram): As regards the submission of the numbers of the cut motions, we must get some time more. There are about 300 cut motions; we have to pick and choose.

Mr. Chairman: All right; on Monday also, some time may be given for that but, as far as possible, Member's can give the numbers now.

The Deputy Minister of Railways and Transport (Shri Alagesan): There will be no great difficulty in choosing the cut motions. It will help matters and Members may like to concentrate on certain cut motions so that full replies can be given. If the discussion is to be full and satisfactory, Members can easily choose the cut motions now and hand over the list to the Secretary. It will simplify matters.

Mr. Chairman: Those Members who are ready today may give the numbers today because it will facilitates, as the hon. Minister said, discussion and also the Minister's reply. If there are a few left, they may be considered later. I will take those cut motions as moved if the numbers are given and if the hon. Members are present in the House and the motions themselves are in order.

Shri Nambiar: The cut motions may be treated as moved for the purpose of discussion. We will give the numbers and they may be treated as moved. But, we may start the discussion on Demand No. 1—Railway Board.

DEMAND NO. 1—RAILWAY BOARD

Mr. Chairman: Motion is:

"That a sum not exceeding Rs. 42,43,000, be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respects of 'Railway Board.'"

Shri Nambiar: Sir, I have got a large number of cut motions on Demand No. 1—Railway Board. I do not want to read out the cut motions since I am going to give the numbers. But, I would like to make mention of a few points, which are very relevant.

[SARDAR HUKAM SINGH *in the Chair*]

Unfortunately, we could not discuss in detail the administrative aspect of the railway management during the general discussion due to want of time. But, particularly with regard to administration, we want to focuss attention on certain factors. The Railway Board is such a big body that we can rightly claim that the railway administration as such can be discussed under this head. There are various points which can be brought under other heads, but Railway Board being a subject which covers all of them, I can discuss the various points of administration under this head. We have got all respect for the members of the Railway Board who have gone out and also for the new members who have come.

Pandit D. N. Tiwari (Saran South): After the question time this morning it was decided that those Members who have already spoken on the general dicussion of the Railway Budget will not be given a chance, but others would be given chances to speak. Is that going to be adhered to?

Mr. Chairman: That could not be an absolute rule. When we have to take into consideration the Demands, those who have moved cut motions, are to be given some time, and when the Chairman was here and called Demand No. 1, Shri Nambiar stood up and so Shri Nambiar has to be given his time. But I must make it clear that Demand No. 1 as well as the cut motions on Demand No. 1 are open for

[Mr. Chairman.]

discussion. The hon. Member who gets his chance now shall have no second chance on the same Demand.

Shri Nambiar: But on subsequent Demands, he may have.

Mr. Chairman: Certainly, there are no restrictions so far as the other Demands are concerned. Demand No. 1 and the cut motions thereon are now open for discussion.

Shri Nambiar: I have already submitted that we have got all respect for the members of the Railway Board who were there and we anxiously wait for the new Railway Board to give us a better and satisfactory performance, in the sense that we had several issues which we could not have satisfactorily dealt with by the last Railway Board.

Taking staff matters first, we know pretty well that the entire staff, with the exception of a very few, are dissatisfied today with the way in which they are treated by the Administration at the General Manager level and the Railway Board level. I know there are several instances wherein representations which were made to the Railway Board or to the General Manager or to the next immediate superiors were never replied to. Seven or eight representations or reminders might be sent by the staff on various matters but with no reply whatsoever. Recently, some class IV staff told me that, "It looks as if we shall have to employ a clerk for each of us to deal with correspondence with the Administration because the Administration never replies" This is the sort of administrative control that exists today. For instance, travelling allowance arrears are not paid to the extent of eight to twelve months on the Southern Railway. In various departments whenever applications or petitions are sent, nobody takes care of them. That is why I submitted during my remarks on the general debate that there is an intolerable increase of inefficiency in the Railway Administration. Merger has taken place, of course, but to what extent it has been successful is a point yet to be decided. Some 6,000 miles of railways are grouped together, as for instance, the Southern Railway is made up of the ex-S. I. Railway, ex-M.S.M. Railway and ex-Mysore Railway, and the whole Railway is grouped into one starting right from Poona up to Tuticorin. It travels across five different regions—the Tamil, the Telugu, the Malayalam, the Kanarese and the Maharashtrian languages. All these are grouped under one Railway, having a General Manager, and the General Manager is considered to be a superhuman being sitting in Madras and dealing with the administration of all the 6,000 miles of railway lines. In theory it is good, but in practice the efficiency has gone down and control has gone down. Of course, there are regional administrators, called Regional Mechanical Engineers, Regional Traffic Superintendents and so on and so fourth. I am speaking of the Southern Railway where the divisional system has not come into operation, with which I will deal later on. These staff do not have even a chance of getting a reply from the Administration. Workers from Tuticorin, for instance, can be transferred to a metre gauge station somewhere in Poona. A Tamilian is transferred to a Maharashtrian area and he is kept in a new seniority list. It is a list in which say for instance, all the clerks in the administrative side of the Traffic Department are put; which is a combined seniority list for the entire Southern Railway, but there is not even a differentiation of regions. So also with regard to drivers, fire-men and guards. A driver may be working in Madurai and he can be posted to Bitrakunda or Guntakal on a petty promotion with an increase of Rs. 5 in his wages. Therefore, the efficiency has gone down and that is why I submitted earlier that the question of regrouping must be considered in all seriousness.

With regard to management and administration I have to submit that the railwaymen as such have got serious grievances with regard to the Tribunal. The Tribunal has been appointed and two or three years have gone by but nothing has happened. The Tribunal is still supposed to be sitting and, of course, it is a one-man Tribunal. Yesterday, Shri Frank Anthony submitted that there were three thousand petitions presented to the Tribunal and it will be impossible for the Tribunal to sit in judgement over these petitions. The issues raised in the Tribunal, as everybody knows, are very limited; for example, whether workshop or loco-shed men can take leave less than half a day. Nobody worries seriously about this issue. There are a hundred and one issues concerning the entire railwaymen and those issues are not included. Nobody seemed to have cared about the question whether the Central Pay Commission's recommendations are implemented properly or not. Those are not included in the terms of reference of the Tribunal. On the other hand, what is included is whether leave for a period less than half a day can be granted. This is the sort of Tribunal that we have and its terms of reference are so narrow that it cannot say whether the anomalies dealt by the Joint Advisory Committee can be adjudicated upon or not. They simply say that they have to see whether, according to the Joint Advisory Committee, report, everything was done properly. The question whether the anomalies are right or wrong never comes out in the terms of reference of the Tribunal and that is the difficulty. The terms of reference are so limited that it requires some expansion. If the Minister is prepared to include some more items, I would suggest to him some points for consideration. There should be a proper gradation of staff in pay scales according to the nature of their work. Gradation is not done properly now. One worker may be doing a skilled worker's job, but he is graded as a semi-skilled man or unskilled man. The wheel tapper and gauger is a worker who attends to the trains on the platform. He does the same work as a fitter known as R.S. fitter. Whereas the R. S. fitter is termed a skilled worker, the other man is termed a semi-skilled worker. Both do the same type of work and yet there is differentiation in their pay scales. This sort of thing is not included in the terms of reference of the one-man Tribunal.

The second item is "equal pay for equal work." The International Labour Organisation has accepted and the whole world has accepted that equal pay must be given for equal work. Even men and women, when they do the same work, must be paid equally. But, unfortunately, on our Railways, after the advent of freedom, this principle has been flouted to its nakedness. I submit that a locomotive driver, who is manning an engine, is paid differently as compared to another driver employed on a goods train or a passenger train because one has passed the matriculation while the other has failed to pass the matriculation. The responsibility is the same. He takes the engines whether of the passenger trains or not. He is supposed to take precautions with regard to the signals. Everything is the same. And that driver—because he did not pass the matriculation or a particular academic qualification and not a technical examination for which he should be qualified before he becomes a driver—is put to a disadvantage. The same is the case with the firemen.

Dr. Lanka Sundaram: It seems to be a matter of relative intellectual speeds.

Shri Nambiar: I do not know. Intellectual speed comes into the question when the selection takes place. The fireman, or what you call the Agwala becomes the driver. Before then, he has passed a technical examination. He must qualify himself.

[Shri Nambiar.]

He has to pass block training. He undergoes all this agony and he does it. If that is not enough, what is the necessity for .....

Mr. Chairman: I suppose the hon. Member wants some more time.

Shri Nambiar: Yes.

Mr. Chairman: Now, we take up private Members' business.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

NINETEENTH REPORT

Mr. Chairman: The House must be aware that we have to take up further discussion of the following motion moved by Shri Altekar on the 24th December, 1954;

> "That this House agrees with the Nineteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 22nd December, 1954."

This motion had already been placed before the House. It deals with the Nineteenth Report. There was an amendment also, moved on the 24th December, 1954, by Shrimati Renu Chakravartty, in the following terms:

> "That the Electricity Supply (Amendment) Bill moved in the name of Shrimati Renu Chakravartty and that of Shri Sadhan Gupta be placed in category 'A'."

That was placed before the House, but the votes were not taken because one of the hon. Members objected that perhaps that might not be an intelligent vote, because the Members did not know what was being put to the House. Therefore, he wanted some time and the then Chairman gave time and said that Members might be informed what that motion was and then the vote might be taken. I find that there is an identical Bill today also, and there is an identical amendment also. Shrimati Renu Chakravartty is not present. But I will allow any other Member who has tabled an amendment today, to speak now, because I am afraid that if this is disposed of, one shall have no further opportunity, especially when the other Bill is identical and the amendment is also identical.

Shri Tushar Chatterjea (Serampore): I shall speak.

Mr. Chairman: I will allow the hon. Member to explain to the Members what he wants. Then I can put it to the vote of the House.

Shri Tushar Chatterjea: The Bill deals with a matter that is intimately related to the national economy of the country. The Bill is not a very ordinary Bill. It seeks to determine the profit of electric supply companies, in a new way, and it seeks to include the employees' demand of bonus in the matter of determination of the profit. So, the Bill wants to determine the profit of electric supply companies. It has a bearing not only on the employers' earnings but also the entire national economy. So, it is a very vital matter that concerns the entire nation and it deserves to come under category 'A'. That is the simple point that I want to make.

Shri Altekar (North Satara): May I say a few words on behalf of the Committee?

Mr. Chairman: Perhaps the hon. Member has already had his say.

Shri Altekar: It was only on this categorisation that the vote of the House was to have been taken, and some hon. Members objected that it should not be. I would like to point out that this Bill—the Bill of Shri Sadhan Gupta—was discussed by the Committee on the 22nd November, 1954, but he was not present at that time. The Committee, however, went into that Bill and put

it in category 'B' according to the nature, importance and urgency of the various Bills that were there. The House accepted that on the 10th December, 1954, by debating the Fifteenth Report which was commended to the House. Thereafter, Shrimati Renue Chakravartty's Bill came for classification and it being on all fours with that, it was recommended by the Committee that it should be put in category 'B'. Therefore, this House has once decided the matter and the decision was taken after taking into consideration recommendation of the Committee regarding various Bills that were before the Committee. Of course, the House is quite free to reconsider it, but having decided once, it is for the House to decide whether it should reconsider it.

Shri S. S. More (Sholapur): Is my friend contending that there is something *res judicata* in this House—that once the matter is decided, it connot be taken up?

Shri Altekar: I did not say that.

Mr. Chairman: If the matter has been *res judicata* then, it would not have been put on the Order Paper.

Shri S. S. More: He is arguing that way.

Mr. Chairman: It was conceded that this House has authority to revise its own decisions. This was brought to the notice of the House that once a decision has been given, the House may revise it. Now, we are to see whether the House is prepared to revise it or it sticks to the old decision. That is all. Then, I shall put Sharimati Renu Chakravartty's amendment to the vote of the House.

The question is,

"That the Eelectricity Supply (Amendment) Bill moved in the name of Shrimati Renu Chakravartty and that of Shri Sadhan Gupta be placed in category 'A'."

The motion was negatived.

Shri Nand Lal Sharma (Sikar): I seek your permission to put in a word regarding my Bill.

Mr. Chairman: That will be taken subsequently.

Shri Nand Lal Sharma: It has been put in the 'B' category in this very report.

Mr. Chairman: Unless there is a motion, how can I take it? Was the Bill of the hon. Member included in the Nineteenth Report?

Shri Nand Lal Sharma: Yes.

Mr. Chairman: But I find that it has already been adopted. This was for the revision of the decision. Now, it cannot be taken up, because there is no motion. I shall put the original motion of Shri Altekar to the vote of the House. The question is:

"That this House agrees with the Nineteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 22nd December, 1954."

The motion was adopted.

TWENTY-FIRST REPORT

Shri Altekar: I beg to move:

"That this House agrees with the Twenty-first Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 2nd March, 1955."

The report is in connection with the allotment of time for the Bills that are mentioned in today's Agenda as also for the classification of two Bills that were before the Committee. That has been stated in the House, and I commend this report to the House.

Mr. Chairman: The question is:

"That this House agrees with the Twenty-first Report of the Committee on Private Members'

[Mr. Chairman.]

Bills and Resolutions presented to the House on the 2nd March, 1955."

The motion was adopted.

MINES (AMENDMENT) BILL

(Amendment of Sections 33 and 51)

Shri T. B. Vittal Rao (Khammam): I beg to move for leave to introduce a Bill further to amend the Mines Act, 1952.

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill further to amend the Mines Act, 1952."

The motion was adopted.

Shri T. B. Vittal Rao: I introduce the Bill.

INDUSTRIAL DISPUTES (AMENDMENT) BILL

Insertion of New Chapter VAA

Shri T. B. Vittal Rao: I beg to move for leave to introduce a Bill further to amend the Industrial Disputes Act, 1947.

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill further to amend the Industrial Disputes Act, 1947."

The motion was adopted.

Shri T. B. Vittal Rao: I introduce the Bill.

PREVENTION OF FREE, FORCED OR COMPULSORY LABOUR BILL.

Mr. Chairman: The House will now resume further discussion of the motion moved by Shri D. C. Sharma on the 24th December, 1954:

"That the Bill to provide punishment for free, forced or compulsory labour, be circulated for the purpose of eliciting opinion thereon by the end of March, 1955".

Out of the total time of one and a half hours allotted for the discussion of this Bill, 36 minutes were taken up on the 24th December, 1954. The balance of time remaining for the purpose of further discussion is 54 minutes. The mover has already spoken and concluded his speech. Shri R. K. Chaudhuri was speaking.

Shri D. C. Sharma (Hoshiarpur): May I submit that I would require some time after the hon. Minister has spoken?

Mr. Chairman: That I will consider. Time will be given for the reply.

Shri R. K. Chaudhuri (Gauhati): Sir, I had very nearly finished what I had to say but I would like to be informed or enlightened on two points. My hon. friend the Mover of this Bill has made an exception in favour of the Indian Forests Act of 1927 and the Bombay Irrigation Act. I should like to know whether he means that the working hours, so far as these two Acts are concerned, of the labourers would be same as voluntary labourers of longer hours of work might be demanded of them. Secondly, I want to know whether particularly this Indian Forests Act enjoins upon payment in cash to all the labourers, because I had cited the instance which actually occurred in the State of Assam. There some land is settled to the villagers and that is known as "Forest Village". They have not got to pay any rent to the Government, but in lieu of rent Government demands of them certain service in certain periods in the whole year. No cash payment is made to them for these services. If they do not work then they lose the privilege and right of living in the Forest village the land whereof belongs to the Government. That is a form of forced labour. This form of compulsory labour is very much

resented by the people. It will be good if this land which is actually occupied by the villagers is settled with them and cash payment is prescribed for the work which is done by them. So I want to know from the hon. Mover of this Bill whether his provision about working hours and his provision that cash payment should be made should also apply to labourers employed under the provisions of this Act or not.

I submit, Sir, that compulsory labour as well as the legislation for prevention of compulsory labour is somewhat an anachronism. If there would be any offender in this respect in future it would only be the State. Feudalism is either extinct or is going to be extinct. So, there cannot be any question of forced labour or exacting compulsory labour except by the Government itself. I would suggest that whereas on the one hand we have some compulsory labour, no compulsory labour, in any case as my friend the Mover wants, should be free from remuneration. But, in a place like, for instance, N.E.F.A. where it is difficult to get voluntary labour, it has become necessary sometimes, when the government servant or even the Governor himself are on tour, to have certain number of labourers. If this Act is in force in those areas, then those labourers cannot forcibly compelled to work even for governmental business. But, what I would submit, in order to obviate this difficulty would be that the Government should retain a number of porters, pay for them whether they work or not and they should be called upon to work when actually it is needed. Their monthly remuneration would be the cash payment for the work done. That is the procedure which should be adopted; otherwise it causes a great deal of resentment when a man is compelled to work, when he is compelled to leave his home, whether he is in a position to leave his home or not on account of his illness or sickness of his family, or on account of any other difficulty. Sometimes he is compelled to leave his home for 8 to 10 days and if has to do that compulsorily then he should be paid at least a remuneration in cash, or when he refuses to go like that he should be treated as a government servant and he should be given a monthly salary and that can be considered as remuneration for his work. That is one thing which I would like to impress upon the Government. My hon. friend the Mover has done a great service by drawing the attention of the Government to forced and compulsory labour which is still in vogue and I have regretfully to observe that this form of compulsory labour has been taken advantage of by the States themselves.

Therefore, this procedure has to be laid down whereby even if there is any case of emergency and it is necessary to have impressed labour then they should be paid for in every case. They should be suitably paid for. I should not always have people to labour under compulsion. I should not have the feeling of having to work under compulsion unless I am paid every moment of my liability to render that labour.

So, I submit that in cases of the kind where voluntary labour is not available and where labour is essential for the performance of the work of the State there should be paid labourers who should be paid at monthly rates and they should get the remuneration whether they actually work or not. At the same time they should also not be in a position to demand higher remuneration—something in excess of what they actually deserve.

Whether the Government accepts this Bill in its entirety or not, I hope the principle underlying this Bill will be accepted by the Government.

Shri Biren Dutt (Tripura West): Sir, I rise to support the Bill because just now my hon. friend has described the condition in Assam, particularly

[Shri Biren Dutt]

in Tripura, I also come from Tripura where this type of forced labour is always utilised by the Government. There is a system in Tripura which is known as Tyton. According to this system, whenever any Government official enters village area the villagers are to offer their labour to help them. If there are no men folk in the village then the women are forced to carry the luggage and do other necessary labour for the government officials.

Dr. N. B. Khare (Gwalior): I rise to a point of order. Is there a quorum in the House.

Mr. Chairman: The number might be counted.

Pandit D. N. Tiwary (Saran South): The House is not counted between one and three.

Mr. Chairman: It is only up to 2-30. Now it is past 2-30. What the hon. Member should bring to the notice of the Chair is that there is no quorum, and not question whether there is quorum or not.

Dr. N. B. Khare: There is no quorum.

Mr. Chairman: I am ringing the bell. Now there is quorum. The hon. Member might proceed.

Shri Biren Dutt: As I was telling the House, in Tripura you will find a custom know as *Tyton* according to which the villagers are asked to work for the government officers, and they are not paid anything. They may go to some place; may be it is a mile or two or three miles, or even ten miles. These people are to carry even their foods from their home. If anybody refuses, he can be punished physically immediately.

I can refer here to one incident. In one village known as Padma-Bil, one Secretary—perhaps he is still a Secretary in the Government of Tripura—was passing through that village. A Sardar known as Ram Kumar Thakur went to the village and asked the villagers to help him. Practically all the men were in the fields, and the women were there. They could not collect immediately to serve him. And the Sardar began to beat some of the women, there was shooting, and three girls were killed. When an enquiry was demanded, there was so much of propaganda about the incident that practically no enquiry was conducted.

The point is that the system is so much hated by the people of Tripura that many memoranda have been submitted to the Government. Even when the Scheduled Castes Commissioner went to Tripura, he was told after his return by one of the Members of this House, Shri Dasaratha Deb, about such incidents. But we find that no step is taken. Such systems are maintained through some Sardars in Tripura, which are termed in this report as the *mutadar* system. This *mutadar* system is maintained. We are finding a very interesting thing as to how democratic system is going to be introduced. The very persons, the *mutadars* who are now oppressing and exacting slave labour for themselves and the State, are brought to Delhi as representatives of the tribal people in Tripura! For the 26th January celebration, Sardar Ram Kumar Thakur and other persons against whom there are cases in the court for exacting forced labour, and killing some persons, those very persons were selected by the Chief Commissioner as the representative of the tribal people, and they came here with Government money.

I have ventured to give this incident, and I wish to say that in Tripura in some areas, in all communities, this type of labour is exacted by the Government, and it is so prevalent that nobody can protest against it without being severely beaten by the police.

Now, just before me, the hon. Member was speaking about the Forest Law. In Tripura, so long there was no Forest Law as the Indian Forest Act was not

implemented there. There was some privilege to the people to use the jungle areas. Today the whole of Tripura has been declared as reserved forest area. Now, in that forest area, because of the prevalence of this old *tyton* system, Government is employing a method which is very dangerous. These people were living in the village, in the hill area, paying five rupees as annual tax. But this forest tax is forcing them to work for the Government for three to four months without any payment. And when they clear the jungle, the land is given on lease or rented to some other people, not to these people who clear the jungle. Because they are to live in the jungle and the Forest Act requires some sort of labour, these people are forced to work in the jungle area without any payment. When they work in the jungle, when it is cleared, when it is burnt by these very people, then and there they are driven from that area, without giving them any payment, to some other area. And when they enter new areas, they are again cordoned off and told "you are using the government forest, so you are again to work". To their question "where will we get our food", no reply will be given. And they are forced to beg in the nearabout village areas, if there are villages.

Such things are happening as a result of the government machinery in the Forest Department with the patrol police. And in this work it was found that in Tripura even the local people who are in the Police Department were refusing to goad and harass the tribal people in this way, with the result that the Government of India has arranged to import into Tripura a batch of Garhwali soldiers who are employed for this exaction of forced labour. It is very painful to see in this report that these *mutadars*, zamindars and the Government are utilising the backward people without giving them any payment, and they are refusing even to amend the Forest Act; particularly in the forest zones, where the tribal people or the backward people live, to change the rules. We have again and again asked the Tripura Government and we have also asked the Government of India to see to it that where you declare the whole of the zone as a reserved forest area you must have some peculiar amendment of the rules at least. But that is not done.

By using the Forest Law, by having the right to use the backward people according to the *tyton* system of Tripura, the officers have got sufficient courage even to use the minority people or the refugees, the unfortunate people who have gone from East Pakistan into Tripura, who have been given some allotment of lands in the jungle areas; they are also goaded in the same way to work, in the name of rehabilitation.

3 P.M.

When these refugees clear the land, they are not sure whether they would get a plot for themselves. When the clearance is over, rich people from the adjoining areas come and purchase the land at the auctions. From my personal experience I can say that the system of forced labour is a cause for dissatisfaction among the people. I would in this connection make an earnest appeal to hon. Members of the House not to think in terms of areas, developed areas, where slave labour cannot be so easily practised, but in terms of the backward areas, especially the tribal areas, where it is still widely prevalent. For instance, in Manipur, persons who are fighting against this system of slave labour are considered to be anti-social elements: those who oppose this system of forced labour are termed "anti-social elements." If Government want to perpetuate this system, then, let there be a clear declaration from them.

I was attentively hearing the speech of hon. friend Shri R. K. Chaudhuri. He pointed out that in certain areas it is not possible to run the administration without resorting to this practice. Well, the same is the argument used in Tripura as well. The Chief Commissioner and his staff,

[Shri Biren Dutt]

whenever approached by us on this question, says: "How can you go to these backward people; they do not know how to deal with forward people; we cannot help forcing them to develop the State, otherwise you cannot develop the State. So, you should not protest against this system of forced labour without any payment." My hon. friend, Shri Rohini Kumar Chaudhuri, however, conceded that wherever forced labour is resorted to, it should be paid for

My contention is this. We should altogether give up the idea of using forced labour. The question of payment is an entirely different one. In fact, in Tripura and several other places, no payment at all is made for forced labour.

Mr. Chairman: I would request the hon. Member to conclude. There are two hon Members who are anxious to participate in the discussion on this measure.

Shri Biren Dutt: So, this question of slave labour should not be related to wage payment. The slave labour system arose out of feudalism, in the tribal or backward areas. It is high time we put an end to this vicious practice, and do not maintain it by the reservation of forests, etc. In the name of reservation of forests, we are strengthening the hand of the officers of that area to perpetuate this system. We must see to it that the Forest Acts are so amended that Government officers do not resort to this practice. If, for instance, this system were to be resorted to in the Community Projects and National Extension Service areas, it will have a very adverse effect and you cannot expect people's co-operation.

श्री हेम राज (कांगड़ा): जो बिल शर्मा जी ने हाउस के सामने प्रस्तुत किया है, उसके जो स्टेटमेंट आफ आब्जेक्ट्स एन्ड रीजन्स हैं उसमें उन्होंने इन बातों का खास तौर पर उल्लेख किया है । एक बात तो यह है कि जबर्दस्ती लोगों से मजदूरी के बगैर काम न लिया जाय और दूसरी बात यह है कि उस काम के लिये जितनी मजदूरी उसे वाजिब मिलनी चाहिये उससे कम मजदूरी देकर उनसे काम न लिया जाय । इस किस्म की बेगार लेने की एक दो मिसालें में सिर्फ पंजाब के मुताल्लिक रक्खूंगा क्योंकि जो हालात पंजाब में इस वक्त मौजूद हैं उनमें से एक का तो उल्लेख हमारे आसाम के एक सदस्य ने कर दिया है । चूंकि मैं भी एक ऐसे इलाके से आता हूं, जहां जंगलात ही हैं । वहां तीन तरह के फारेस्ट हैं । रिजर्व्ड फारेस्ट, प्रोटेक्टेड फारेस्ट और तीसरे हमारे विलेज फारेस्ट हैं यानी जो हमारी पंचायतों के जंगलात हैं । इन तीन किस्म के फारेस्ट्स में पहले दो किस्म के जो फारेस्ट्स हैं उनमें हमारे ऊपर एक पाबन्दी आयद होती है और वह यह है कि उन जंगलात की हिफाजत का जो काम है, वह हमारे जिम्मे होता है, जैसे अगर किसी समय उन में आग लग जाय, तो जितने इर्द गिर्द के गांव होते हैं वहां के सब रहने वालों को आग बुझाने के काम में बांध लिया जाता है और उन्हें जंगलात में जाकर आग बुझाने का काम करना पड़ता है लेकिन उसके लिये किसी किस्म की मजदूरी किसी शख्स को नहीं दी जाती है । हमारे कुछ राइट्स भी वहां पर मौजूद हैं और वह यह है कि दरख्त हमें बजाय बाजारी शरह के जमींदारी शरह पर मिलते हैं । यह राइट या सहूलियत हमें हासिल है । लेकिन साथ ही वहां पर जब काम होता है तो किसी किस्म की कोई छुट्टी नहीं मिलती और हमारे लोगों को वहां पर जाकर काम करना पड़ता है, कोई आदमी तब घर पर नहीं रह सकता । इसलिये मैं समझता हूं कि जो पुराने रूल्स बने हैं जिनकी वजह से पब्लिक को खास तौर पर तकलीफ होती है उनको बदलने की सख्त जरूरत है । यह सही है कि भारत के संविधान में यह चीज आ चुकी है कि सब तरह की बेगार बन्द की जाती है लेकिन अगर इस किस्म की बेगार कहीं पर रायज है और जबर्दस्ती लोगों से काम कराया

जाता हैं, तो आज जब कि संविधान में हम हर प्रकार की बेगार को अनुचित करार दे चुके हैं, बेगार को बंद करने के लिए उसमें और ज्यादा मुनासिब तबदीली की जरूरत हैं । इसी प्रकार आप देखेंगे कि जहां शर्मा जी ने इसका लुब्बे लुआब बयान किया हैं वहां उन्होंने यह साफ कर दिया हैं कि अगर किसी को कम मजदूरी देकर काम कराया जाता हैं तो वह भी फोर्स्ड लेबर की डीफिनीशन में आ जाता हैं । हमारे पंजाब में जो कमीन लोग हैं उनकी मजदूरी आजकल के हालात में बिल्कुल मुनासिब नहीं हैं । हमारा जो दस्तूरुल अमल और वाजिबुल अर्ज हैं, हर एक गांव का जुदा जुदा दस्तूरुल अमल हैं और उस दस्तूरुल अमल में कमियां हैं जिनको कि सुधारना निहायत जरूरी हैं । उस के अनुसार यह जो बैकवर्ड क्लासेज हैं जैसे लुहार, तरखान, चमार और कोहनी वगैरह जो कैनाल से पानी देने का काम करते हैं, ये जितने भी आदमी हैं उनके वास्ते १९६९ के दस्तूरुल अमल में इंदराज हुआ था, वही चीज १९६१ में चली आई और वही १९९२ में भी कायम रही कि उनके काम के एवज में एक खास जिनस का मियार मुकर्रर हैं कि इससे ज्यादा दाने उनको मजदूरी के रूप में नहीं दिये जायेंगे, मजदूरी में उनको दाने दिये जाते हैं । मैं समझता हूं कि यह भी एक किस्म की फोर्स्ड लेबर हैं क्योंकि उनसे हर एक जगह जो गांव के जमींदार होते हैं वह उनसे काम लेते हैं और अगर वह काम करने को तैयार न हों, तो उनको अपने अपने गांव में भूखा मरना पड़ता हैं । आज इस जमाने में जब कि सारी जरूरी चीजों के भाव चढ़ गये हैं, कीमतें बहुत ज्यादा हो गयी हैं उनको वही सेर या दो सेर देना या तो पांच सेर दाने दे देना, और वह भी जब वह एक एक या छः छः महीने काम कर चुके होते हैं, छः महीने के बाद जिस वक्त कि फसल पक जायगी उसके अन्दर उनको पांच या छः सेर दाना दे देना उस सारे काम के लिये जो उन्होंने छः महीने तक किसी जमींदार के यहां किया हैं, आज की हालत में बिलकुल मुनासिब नहीं हैं और बजाय मजदूरी में उनको दाना देने के मैं चाहूंगा कि उनको उनकी उचित मजदूरी नकद दी जाय, कैश पेमेन्ट किया जाय । मैं समझता हूं यह भी फोर्स्ड लेबर की डीफिनीशन में आता हैं और इस किस्म का जो रिवाज चला आता हैं वह भी बन्द करने के काबिल हैं । चूंकि आप भारतवर्ष को एक वेलफेअर स्टेट में या कल्याणकारी राज्य में तब्दील कर रहे हैं इस लिये इस तरह की फोर्स्ड लेबर जो हैं, जो हमारे नाम पर एक कलंक सी हैं, उस को हटाने की जरूरत हैं ।

इस के साथ ही मैं एक अर्ज यह भी कर देना चाहता हूं कि आज आप ने मिनिमम वेजेज एक्ट लागू कर दिया हैं, लेकिन इस के साथ ही मैं यह देखता हूं कि मेरे अपने जिले में जो चाय के बागात हैं उन में जो लड़के काम करते हैं उन को तीन तीन आने वेजेज मिलती हैं । या यूं कहिये कि तीन तीन आने से ले कर पांच पांच आने तक मिलते हैं । क्या आप समझते हैं कि आज जब कि इतनी मंहगाई का जमाना हैं, उस वक्त इन मजदूरों का काम ठीक से चल सकता हैं ? आज चाय के बागात में पुरुष को ८ आ० मिलेंगे, स्त्री को ६ आ० मिलेंगे और लड़के जो हैं उन को २ आ० से ५ आ० तक मिलेंगे । ऐसी सूरत में अगर घर के सारे के सारे लोग काम करने चले जायें तो भी क्या एक कुटुम्ब का पेट अच्छी तरह इतने कम पैसों में भर सकता हैं ? ऐसी हालत में जो बिल शर्मा जी लाये हैं वह बहुत वाजिब हैं और उसको मंजूर कर लेना चाहिये । आज इस सम्बन्ध में जो भी खराबियां हैं, खास तौर पर बैकवर्ड क्लासेज के लोगों को जो तकलीफें हैं उन को दूर करने का मौका आ गया हैं और यह बिल जो आया हैं वह बहुत हद तक इस मसले को हल करता हैं ।

इन शब्दों के साथ मैं शर्मा जी के बिल को सपोर्ट करता हूं ।

डा० सत्यवादी (करनाल--रक्षित--अनुसूचित जातियां): मैं इस के लिये प्रोफेसर शर्मा को बधाई देता हूं कि उन्होंने एक

[डा० सत्यवादी]

बहुत जरूरी चीज पेश की हैं, और इस में किसी को भी कोई इख्तलाफ नहीं हो सकता हैं । लेकिन में जिस चीज की तरफ सरकार का ध्यान दिलाना चाहता हूं वह थोड़ी सी इस से हट कर हैं । जहां हम बेगार देखते हैं देहात में, गांवों में जमींदारों के द्वारा, मालिकों के द्वारा या और किसी एजेन्सी के द्वारा, वहां एक चीज यह भी देखने में आ रही हैं कि खुद गवर्नमेन्ट भी बेगार लेती हैं और वह बेगार होती हैं हमारे दफ्तरों में । बेचारे क्लर्क और हमारे दूसरे सरकारी कर्मचारी पांच बजे के बाद भी दो दो, तीन तीन घंटे, यहां तक कि चार चार और छः छः घंटे तक दफ्तरों में बैठे रहते हैं । कई बार तो रात में भी देर तक बैठे रहते हैं, फिर भी उन को कोई मुआवजा या हर्जाना नहीं मिलता । छोटे दर्जे के लोगों के बारे में खास तौर पर मुझे जो बात कहनी हैं वह यह हैं कि हमारी लोकल बाडीज के जो छोटे मुलाजिम हैं, स्वीपर्स और स्कैवेन्जर्स के नाम पर जो मुलाजिम रक्खे जाते हैं उन से भी फोर्स्ड लेबर ली जाती हैं । अभी में एक्सों नाभा से आया हूं वहां सफाई पेशा मजदूरों का एक डिसप्यूट था । जब वहां बातचीत की तो मालूम हुआ कि वह लोग सुबह ६ बजे काम पर जाते हैं और १० बजे दिन को उन की ड्यूटी खत्म होती हैं । २ बजे फिर वह आते हैं । यह जो दर्म्यान का वक्त उनको खाने पीने और आराम करने के लिये मिलता हैं उस में भी उन के आफिसर्स उन से वह काम लेते हैं जो कि उन की ड्यूटी नहीं हैं । एक शख्स को, जो कि झाड़ू लगाता हैं, ईंटें उठाने के काम में लगा दिया जाता हैं, कभी बजरी वगैरा उठाने के काम में लगा दिया जाता हैं । और जो वक्त उनको १० बजे से २ बजे तक खाना खाने और आराम करने के लिये मिलता हैं वह इस तरह से चला जाता हैं । यही नहीं बल्कि मुख्तलिफ सूरतों में यह गरीब मुलाजिम बेगार करने में मुब्तला हैं । म्युनिसिपैलिटियों के मुलाजिम हर तरह के कामों के लिये मजबूर किये जाते हैं । मेजें उठाने के लिये कुर्सियां उठाने के लिये और दूसरी सब बेगारों के लिये बंधे होते हैं । कोई शख्स उफ नहीं कर सकता हैं, जबान तक नहीं हिला सकता हैं क्योंकि उन की मुलाजमतों के लिये अभी तक गवर्नमेंट ने कोई कानून नहीं बनाया हैं, उन की हिफाजत का कोई इन्तजाम नहीं हैं, अगर वह कुछ बोलते हैं तो वह दूसरे दिन मुलाजमत से अलग कर दिये जाते हैं ।

इस लिये बहुत ज्यादा न कहते हुए में यही कहूंगा कि जहां हम प्राइवेट क्षेत्र में बेगार को बन्द करने की तरफ ध्यान दे रहे हैं, वहां हम को यह चीज भी देखनी हैं कि खुद हमारी सरकारी मैशिनरी में काम करने वाले आदमी जो बेगार में लगा दिये जाते हैं, वह भी रुकें । एक मिनिस्ट्री के एक नौजवान ने मुझे बतलाया कि वह कालेज में ला की तालीम हासिल कर रहा हैं, लेकिन हर तीसरे चौथे दिन उस गरीब को शाम को दो, तीन घंटे काम पर लगा दिया जाता हैं और पिछली बार २६ जनवरी तक को वह काम पर लगा दिया गया । नतीजा यह हुआ कि यूनिवर्सिटी ने कहा कि चूंकि तुम्हारे लेक्चर कम हैं इस लिये तुम इम्तहान में नहीं बैठ सकते । यह बड़े दुःख की चीज हैं और इस तरफ हम को ध्यान देना हैं । जब हम फोर्स्ड लेबर बन्द कर रहे हैं तो चाहे वह हमारे घर के अन्दर ले या बाहर उस को हर जगह पर बिल्कुल बन्द करना चाहिये ताकि जो हमारी गरज हैं वह पूरी हो ।

इन शब्दों के साथ में प्रोफेसर शर्मा के बिल की ताईद करता हूं ।

The Minister of Labour (Shri Khandubhai Desai): As for as the Government are concerned, there is common objective with the Mover that there should not be forced labour in any shape or form. Article 23 of the Constitution also lays down that no forced labour should be exacted and there is also section 374 of the Indian Penal Code which lays down the punishment for exacting the forced labour. The Bill seeks to provide for making that

offence cognizable. As I said on the very first day, it is under the consideration of the Government as to how to make forced labour a cognizable offence. The Bill, though it looks very simple, will not be very simple in its administration. That also has to be looked into. A legislation loses all its value if it is not capable of being administered. In this simple Bill of 4 or 5 clauses, our hon. friend Shri D. C. Sharma has also included rates of remuneration and hours of work. As the House knows, hours of work are regulated either by the Factories Act, which has got a machinery, or by the Shop Assistants Act in the urban areas. As far as rates of remuneration are concerned, they are to be governed, I would say, by the Minimum Wages Act, which this House has from time to time extended. I would have an opportunity to come before this House for extending the Minimum Wages Act. The Minimum Wages Act lays down particularly the remuneration for scheduled industries. As far as Schedule I is concerned, more or less, all the States have implemented it. As far as Schedule II, which deals with agricultural labour is concerned it has not yet been implemented, though in quite a few areas, an attempt to do so has been made. It has also been found a little difficult to implement it when we are just in the initial stage of effecting land reforms. Every State has said that it is going to implement the Minimum Wages Act. When the Minimum Wages Act is implemented, we will be able to know exactly what rates of remuneration should be paid in those areas. The Bill, if accepted, would mean the setting up of a very huge machinery to enforce it. That also, this House has to take into consideration.

I personally feel that there was, no doubt, a lot of *begar* or forced labour in the old Part B States. Those States have already been asked to bring their legislation, if there are regulations or rules which allow forced labour, in those States, into line with what has been laid down in the Constitution. They are moving in the matter. The discussion that has been held here in this House is very useful and it will be all taken into consideration, and the points raised will be sent to the various States to see if certain points raised in the discussion have to be considered in their States, and whether those rules and regulations which go against the article of the Constitution should not be corrected.

Then, there is one other point to which I would like to refer. Much has been said about the *begar* prevailing in the forest areas according to the old forest laws, but if you look into it you will find that it is not entirely a sort of compulsory labour, because in Assam and under-developed areas, land is being given at either less rental or no rental and therefor, they voluntarily agree to cultivate a portion of the land without any rent or any revenue being paid, and for that something is taken as a sort of labour which they voluntarily give. However, since these points have been raised before this House, I promise that these points will be sent to the State Governments to bring the laws in conformity with the general spirit of our time, and I have no doubt that the States will agree to it, because the article lays down that forced labour should be prohibited.

As far as section 374 of the law is concerned, Government is considering whether to make it a cognizable offence.

I hope Shri D. C. Sharma will, on the assurance which I have given to the House, withdraw this Bill and allow us to consider it, because, as I said, there is a common objective. The Government does not want any forced labour anywhere. The attention of the country and the Government has been drawn by this short discussion in the House and I can say that the States will be communicated with, and as I said the Government has already sent a communication to the States to bring the laws in conformity with article 23 of the Constitution.

Shri D. C. Sharma: I thank the hon. Members of this House who have supported this Bill. Support has come from North as well as from South, and all the sections of the House have joined in approving of the provisions of this Bill.

I must say that the importance of this Bill should not be judged by the amount of time that the Business Advisory Committee has given. The Business Advisory Committee has its own ways, and it is very difficult to understand those ways. Nor should it be judged by the number of speakers who have taken part in the discussion. I may say in all humility and with a due sense of responsibility.....

Mr. Chairman: All the time allotted by the Business Advisory Committee is put before the House for approval. It is the decision of this House. Therefore, no disparagement to the Committee.

Shri Nambiar (Mayuram): But there is unanimous support.

Whether we have enough time or not, everybody supports it.

Mr. Chairman: Yes, I am not commenting on that.

Shri D. C. Sharma: You know one cannot be disagreeing with everything that is done in the House.

So, what I mean to say is this, that there is an overwhelming feeling in favour of this Bill.

Shri Nambiar: Not overwhelming, but unanimous.

Shri D. C. Sharma: There is a bigger volume of opinion outside the House in all the States.

The hon. Minister just now said that Part B States may be erring in this respect and that they may not have produced any legislation to counteract the evils which are removed by this Bill. But here I have a Government report which came out in 1953. It is the Report of the Commissioner for Scheduled Castes and Tribes. I can of course give other instances also. Going through this report I find that it is not only the Part B States that are offenders, it is also the Part A States that are offenders.

For instance, in regard to forced labour, on page 6 of this Report, a reference is made to Hyderabad. Of course, Hyderabad is a Part B State, but I will come to Part A State, also. We are told that there is a system in that State still going on, a relic of the feudal ages, which is detrimental to the interests of the workers. Of course, for my purpose, there is no discrimination between the so-called high castes and the Shceduled Castes. I believe in a classless society, and if anybody does something against the Scheduled Castes, I think it is as much against me as against any member of that class. And here is a system, and the system has been worked to deprive them of their rightful means of living. This is given at page 6 of this report

Then, I come to page 41 of this report where a reference is made to the State of Madras, a progressive State. There also, I find that people have to be victims of forced labour.

> "That Muthadar, though a tribal himself, has peculiar ways of tyranising the tribals openly or stealthily. He is more harmful to the tribals than the Zamindar who does not live in the interior. The system is out-dated and should go with the Zamindari."

So much about forced about.

Now, I come to free labour. Take the State of Bombay. In this report it is stated at page 30 that in Bombay there were certain works undertaken by the State, and the State did not pay the workers adequately. The normal wages should have been Re. 1-4-0 per day, but the wages were fixed at six annas per day.

So, what I mean to say is that this is a matter which concerns all of us, whether we belong to Part A States or Part B States or Part C States. It concerns all of us whether we belong to the Scheduled Castes or belong to

the so-called high castes. It concerns all of us. But nothing has been done.

Of course, the provisions of the Constitution, are there and I respect the provisions and I respect the Constitution, but I must say that seven years have passed and nothing has been done to eliminate this evil of free labour of forced labour. Of course, all things do not come to the notice of the people who write the reports.

Dr. N. B. Khare: What about *shram dan*? Free labour means *shram dan*.

Shri Nambiar: One is forced and the other is voluntary.

Shri D. C. Sharma: So far as *shramdan* is concerned, it is neither forced nor free nor compulsory labour. It is a kind of exalted labour which any one should do to do good to his soul, to his body, to his country, to this *lok* and to the *par lok shram dan* is in a different category, and I am sorry for the gentleman.....

Dr. N. B. Khare: It is free, that is my point.

Shri D. C. Sharma: .....who does not treat *shram dan* seriously. It is strange that a person who believes in the ancient culture—and I also believe in ancient culture—of the Aryans should talk in such a spirit about *shram dan*. It is a thing which is sanctioned by the *shastras*, sanctioned by our social leaders today and sanctioned by everything that can be held sacred in this country or elsewhere.

So I was going to say that all kinds of free or forced or compulsory labour should be taboo.

Of course, the hon. Minister has given the assurance that he will see to it that the States toe the line so far as this Bill is concerned, but I am sorry he has not referred to Part A States. He has not referred to other things. Moreover, he has not said anything about those forest reservations. Of course, the people who work in those forest areas get something, but what I mean to say is that they do not get enough, they do not work as voluntarily and as gladly as they should, and that they are, so to say, under a kind of fear. Any work that is done under fear is not free labour. Therefore, I would say that even the work done by those persons living in forest areas in Assam or in Tripura or in other parts of India should be looked into.

What I want to urge is that the incidence of free, forced and compulsory labour is quite high in India. My hon. friend Dr. Satyawadi has made a reference to one kind of that labour, and my other hon. friends have referred to the other kinds of that labour. I would be failing in my duty, if I did not raise my voice against this kind of exploitation. It is a very unhappy kind of exploitation.

It is held that there is no *begar*. But I might tell you one instance in this regard. Recently, I was in a particular place in my constituency. One rickshaw-driver came to me—and he was not an ordinary driver, but he was the president of the rickshaw-drivers' union—and said that there is some department of the government—I do not want to name that department—which forces them to carry them from one place to another without paying anything; and if they do not do so, then they are hard put to it. So, it is clear that this kind of thing is there.

My purpose in bringing forward this Bill was that this Bill should be circulated in all the States of India to elicit public opinion. Of course, public opinion is already there. By eliciting public opinion, I mean that public opinion should be educated with reference to the insidious farce of this kind of labour which persists in India even now. That was what I meant and I am glad that the hon. Minister says that we have a common objective. But he has not made it clear how that common objective can be realised. If the hon. Minister makes it clear as to how he is going to put an end to this thing, what measures is he going to adopt to eliminate this kind of labour, I shall be very happy to do as he bids me to do. But a vague and general

[Shri D. C. Sharma]

kind of assurance will not be enough. I would, therefore, request the hon. Minister to tell me what practical steps he is going to take in order to put an end to this kind of dire exploitation of the underdogs in India. This is the question which I put to the hon. Minister.

Mr. Chairman: This request and counter-request cannot go on for any more time. I have to put the question to the House, and the hon. Member might give his reaction. An appeal was made to him that he should withdraw this Bill. Is he withdrawing it, or should I put the motion to the House?

Shri D. C. Sharma: Will you not give two minutes to the hon. Minister?

Mr. Chairman: No, it is not possible for me. Then, he will make another request to the hon. Member, and again I shall have to find out whether he agrees to it or not.

Shri Khandubhai Desai *indicated assent*

Shri D. C. Sharma: He is nodding in assent. I think sometimes silence is more effective, and a gesture is more effective than speech.

Mr. Chairman: Mostly, we might be misled by these gestures and nods. Therefore, I should like to know definitely what the reaction of the hon. Member is.

Shri D. C. Sharma: I believe in his nods, and I, therefore, say that in view of the assuarnce that he has given that he will take every step, by legislation and otherwise, to implement the principles underlying this Bill, I withdraw this Bill.

Dr. N. B. Khare: On a point of personal explanation. The hon. Mover of this Bill has tried to be unfair to me, and has tried to create a misunderstanding about me for that interjection about *shram dan*, by quoting scriptures.

Mr. Chairman: There is no misunderstanding in the minds of hon. Members.

Dr. N. B. Khare: There is misunderstanding. In quoting scriptures and Aryan culture, he has sought to create a misunderstanding that I was against this Bill. I am not against this Bill. My only point is that he has included free labour in this Bill. He wants to penalise those who want free labour. Therefore, I want a clarification whether *shram dan* does not come under the category of free labour

Mr. Chairman: He meant only free labour with inadequate remuneration.

Has the hon. Member leave of the House to withdraw his Bill?

Hon. Members: Yes.

Mr. Chairman: Leave is granted, and the Bill is withdrawn.

WOMEN'S AND CHILDREN'S INSTITUTIONS LICENSING BILL

Shrimati Jayashri (Bombay-Suburban): I beg to move:

> "That the Bill to regulate and licence institutions caring for women and children, be taken into consideration."

We all know that at present due to poverty and the economic condition of our people, and especially the one-sided civil laws which do injustice to women, and also the evil customs like child marriage, dowry and other customs, which are the causes of the degradation of our society, women and children are exploited. Naturally, our mind turns to the question of giving relief to these people; and we want to give shelter to the orphans and destitute women, and institutions are started for that purpose.

In India, we have a large number of such institutions, good, bad and indifferent. In Bombay, I can say that there are very good institutions, volun-

tary institutions like the Sarddhananda Ashram, and the Bombay Presidency Women's Council Rescue Home, which are doing useful work for giving shelter to women. Similarly, there is one orphanage in Allahabad, which used to be run by the All India Women's Conference at Swarajbhavan, and which is giving shelter to children who had suffered due to famines, floods, and also the Partition. So, there are institutions which are doing very useful work, but at the same time, there are bogus institutions which are exploiting destitute women and children.

The object of this Bill is to give safeguard to those institutions which are genuine, and to protect destitute women and children.

The object of this Bill is that:

> "No person shall, without first having obtained a written licence from the licensing authority, own, establish, maintain or conduct any Women's and Children's Institution, under any name for the reception or care of women and/or children nor shall either receive or care for any woman or child in the absence of her husband, parent or lawful gardian, with or without maintenance."

And for that purpose, it is provided:

> "An application for securing licence for an institution shall be made in writing in the prescribed form by the manager of an institution caring for women and/or children to the licensing authority."

The All India Moral and Social Hygiene Association had drafted two model Bills in this connection, and in their report of 1953, they say:

> "During the year, the All India Moral and Social Hygiene Association undertook the drafting of two important Bills, for the control of commercialised vice. The first was the draft for a Central model Act for the suppression of immoral traffic throughout India. It was felt necessary that there should be a Central uniform policy of legislation to deal with the problem throughout the country. A draft has been submitted to the Home Ministry of the Government for enactment at an early date.
>
> "Similarly, the second was the draft of a Bill for the registration, annual licensing and supervision of institutions caring for women and children. This piece of legislation is needed as there is enough proof that a lot of exploitation of innocent women and children through such institutions.....".

Mr. Chairman: I might interrupt the hon. lady Member to inform her of what has happened already so far as this Bill is concerned. Perhaps she might be aware that this Bill has already been considered on two occasions by this House, once on a motion moved by Shrimati Maniben Patel on the 24th March 1954, and the second time on a motion moved by Shrimati Uma Nehru, on the 10th December 1954. Discussion of the Bill on the motion moved by Shrimati Maniben Patel took place on the 24th March and 3rd September and lasted 3 hours and 10 minutes, and 19 Members participated in the debate. On the 3rd September, the debate on the Bill was adjourned *sine die* on an assurance that Government were bringing forward a similar Bill. Then again, discussion of the Bill on the motion moved by Shrimati Uma Nehru took place on the 10th December and the 24th December and lasted 1 hour 21 minutes; 12 Members participated in the debate. The Minister in the Ministry of Law stated that as far as prevention of traffic in women and licensing of institutions for women and girls were concerned, the Bill was covered by the provisions in the Suppression of Immoral Traffic in Women and Girls Bill which Government had introduced on the 20th December 1954. With respect to children, necessary provision had been made in the Children's Bill which, as pased by Rajya Sabha on the 28th April 1954, was laid on the Table of the House on the 7th May. With these considerations in view, only one hour was allotted to

[Mr. Chairman.]

this Bill. Therefore, the hon. lady Member has to keep in view that this Bill has already been discussed twice and 31 Members have already participated in it.

Shrimati Jayashri: I am explaining the need for this Bill.

Mr. Chairman: For discussion and passing, the total time allotted is one hour. I have no objection to the hon. lady Member taking as much time as she wants, but she should keep in mind that this Bill has already been discussed threadbare and an assurance was given by the Minister. I do not know whether she would like to proceed yet.

Shrimati Jayashri: I want to deal with this Children's Bill and these two Bills.

I was saying that these two drafts were sent by the Moral and Social Hygiene Association. Some of us were also approached to move similar Bills. We waited thinking that perhaps the Home Ministry might bring this legislation. But as these pieces of legislation were not brought, some of us here thought that we should bring them as private Members' Bills.

Now with regard to the suppression of immoral traffic in women and girls, article 27 of the Geneva Convention that was passed in 1950 gives the direction that each party to the present Convention undertakes to adopt, in accordance with its Constitution, the legislative or other measures necessary to ensure the application of the Convention. So we thought that our Government would bring in this legislation, but I am sorry to say that so far no action has been taken, and that is the reason for introducing by some of us the other Bill regarding suppression of immoral traffic in women and girls. But I am glad to say that in the original draft one clause——clause 19—is added, which reads:

> "*Clause* 19. *Protective homes.*—The State Government may in its discretion establish as many protective homes under this Act as it thinks fit and such homes, when established, shall be maintained in such manner as may be prescribed. No person or authority other than the State Government shall, after the commencement of this Act, establish or maintain any protective home except under and in accordance with the.....licence issued under this Section by the State Government."

Similarly, I hope that in the Children's Bill also, provision can be made which may give protection to children also, because the Suppression of Immoral Traffic Bill applies only to women, and boys are left out. Last time when this Bill was discussed, I had drawn the attention of the Minister to the fact in that boys would be left out, and in reply to that, the Minister said that Government were going to introduce the Children's Bill.

Now, I would like to say something about the Children's Bill. The Children's Bill, based on the recommendations of an expert committee dealing with the problems of neglected and delinquent children was placed before Parliament. It extends to Part C States. The Rajya Sabha has already passed the Bill. The Bill will now be placed before the Lok Sabha during this session. Now, this Bill is planned to be applied to Part to C States and does not serve the purpose of a model Act for all the States. I would like to say that even now, in Bombay, Saurashtra, Madras and many other States, we have much more progressive Acts than the present Children's Bill. In the Bombay Children's Act, There is one section—section 35—which may be included in the Children's Bill. It reads thus:

> "The State Government may cause any voluntary home to be visited and inspected from time to time at reasonable hours by the Chief Inspector of Certified Schools or any member of the inspectin staff for the purpose

of securing the health and welfare of the children and the sanitation of the premises. The Chief Inspector of certified Schools or any member of his inspecting staff shall have power to enter a voluntary home at all reasonable hours and to make a complete inspection thereof and of all registers relating thereto for the aforesaid purpose."

When the Children's Bill comes before this House, perhaps we will get a chance to move amendments to the draft. There are many other things also which require improvement. As I said, originally in 1949, a committee was appointed to draft a model Children's Bill and we had hoped that it would be very progressive, more progressive than the Acts which are in force in Bombay and Madras. But I am sorry to say that in some cases it has gone back and not kept place with the progressive measure which we require. So I hope that the Minister will take this into consideration and try to improve the Bill that has already been passed by the Rajya-Sabha.

As you said, the Minister has already explained. He has said that other States can take the model of the Children's Bill. Similarly, if this Bill is passed, I do not see any harm in other States taking this measure as a model. They also can enact similar measures in their own States. So if the Minister thinks it necessary, I request that the present Bill may be passed as it is.

Mr. Chairman: Motion moved.

"That the Bill to regulate and licence institutions carrying for women and children, be taken into consideration."

The Minister in the Ministry of Law (Shri Pataskar): Sir, as you rightly pointed out, the present Bill is exactly the same as was brought forward by Shrimati Maniben Patel and Shrimati Uma Nehru. At that time, a large number of Members took part in the discussion. I can again say, if at all assurance was needed, that so far as the Government is concerned they are fully in support of the objects underlying the present Bill. Not only that; but, as it was found that a very large number of lady Members who had sent in notices of similar Bills were very anxious that something should be done, they have been taking all possible steps that they could under the circumstances.

For instance, there was the Geneva Convention to which reference was made. That was in the year 1950. Naturally, after that some time elapsed and then the hon. Home Minister has already introduced a Bill for the suppression of immoral traffic in women and girls. We are not at present concerned with those other matters. But, as was very rightly pointed out by the hon. Mover of the present motion, in that Bill there is clause 19 which also enables the Government to issue licences to such institutions as are allegedly and avowedly started with the object of taking care of women and girls but not all children. Therefore, taking into consideration the problem as a whole of women and children, that Bill will take care of and give protection to women and girls.

Shrimati Sushama Sen (Bhagalpur South): Not boys?

Shri Pataskar: Let us not be touchy and confused. There is nothing which Government want to hide or keep back. But, the point is we must have a clear picture of what we are doing, what remains to be done and how it should be done. Otherwise, we have similar Bills and today also I find on the agenda an hon. Member has given notice of a Bill which is similar to this. Once for all, I would like to place the facts as they are now and, naturally, I would leave the hon. Members free to do what they want with their Bills. So far as the question of women and girls is concerned, I think, that matter will be entirely covered by the Bill which has been introduced by the hon. Home Minister last December. The House will soon get an opportunity to discuss it and at that time it will be considered.

[Shri Pataskar]

Then remains the question of boys. About that, I would again try to emphasise there is no good being merely sentimental, but it is also desirable to see what is our capacity. Because under the Constitution it is only with respect to children in Part C States that we can legislate for the establishment of Homes or inspection of Homes an licening and all that. Therefore, we have got that Children Bill introduced by the hon. Education Minister in the House. It is confined only to Part C States. It covers only the question of delinquent children.

Then there is an entry 4 in the State List, which governs prisons, reformatories, Borstal institutions and other institutions of a like nature and persons detained therein. Then there is entry 11 in the State List which refers to Education and the only entry on which we can take some action in this House is entry No. 28 in the Concurrent List dealing with charities and charitable institutions. It is not free from doubt, whether we can have an all India legislation of this type under that entry but, all the same that difficulty is there. I have tried also to explain to some of the Members who are interested in these Bills that it may be argued that even in the Suppression of Immoral Traffic Bill there is some constitutional difficulty. For that we rely upon another entry. Whenever our country has entered into an agreement with another country and whenever it is a party to an international agreement or convention, then we can legislate under the powers given under that entry for the whole of India regarding that matter. Therefore, that Bill was introduced only for women and girls. It is not because that we wanted to be partial to girls and omit boys. It was because, under the convention we could legislate or being forward legislation affecting women and girls because it relates to immoral traffic in women and it was doubtful whether boys could be included there. However, that is a matter which may be considered when the Bill comes.

I want to say one thing here. We did not want to introduce in that Bill something which might have the result of endangering the whole of it on the ground that it was *ultra vires*. Otherwise, Government could have no motive in trying to exclude only a small number of boys. If they could have been included in that Bill, it would have been done. Unfortunately, it could not be. Therefore that small proportion of boys still remain. As I said, Government have also been in correspondence with all State Governments ever since the Bill was introduced and the problem was present in their minds. Many of the State Governments have consented to bring forward legislation in their own States for that purpose because primarily it is a State subject. Even if a central legislation is passed it would be the State Governments who will have to appoint the Inspectors etc. to carry out the provisions of the Act. It is not as if Government have no desire to look after the interests of the small fraction of children because they happen to be boys and that they prefer girls to boys. They treat all children alike. The difficulty is one of Constitution. I will explain a little later why I cannot accept this. There will be an opportunity afforded to the Members to see whatever they can do legitimately and constitutionally so far as these children are concerned. If it is possible and if we can stretch that Convention to the extent of including boys along with girls in that Bill I do not think there will be any reason for the Government to exclude boys simply because they want to make a distinction between boys and girls. I have already made it clear that Government are anxious, as anxious as any other Member to do what they can in respect of this matter. There is no desire to side-track the issue or to keep it pending or do anything of that kind.

Then, it may be asked: why not have this Bill?

There are so many difficulties. The first difficulty is this. If you look to the definitions in the Bill, you will find that—

"'institution' includes an orphanage, vigilance home, rescue home, shelter and any other home or place run by Government or any local authority or by private individuals or organisations...."

How can we have licencing powers over government institutions which the State Governments have, in their own rights, started already? The lady Member said that the Bombay Act was better and that, in Bombay, the work is being really carried on by the Government in a better way. If that is so, then, I ask, what is the necessity to interfere with what they are doing? It is primarily the concern of the State Governments. And, ultimately, whatever Act is passed, who will administer it? It will be administered by the State Governments. I do not know why these government institutions are included. Government institutions do not require any licence.

Now, in the Bill which has been brought forward on the basis of the Convention or the agreement to which we were a party we cannot include boys also. Therefore, the whole point is that Govt. have been trying to do their utmost. There should be the least suspicion in any hon. Member's mind that there is any idea of discriminating in respect of boys because even delinquent boys are dealt with under other Acts. So far as Bombay is concerned, they have already got a section, as read out by the hon. Mover, under which they have already the power to inspect these homes.

4 P.M.

Shrimati Sushama Sen: Bombay has; but other States like Bihar have not got it.

Shri Pataskar: I can assure the hon. lady Member that even the Bihar Government was approached and they are prepared and willing to bring in a measure of this nature. Perhaps they have brought forward a Bill and it may not have been passed yet. Let it not be thought that it is only here that we are thinking of this question. Every section of the society all over the country is alive to this problem. As I have said. we have been in consultation with all the State Governments and they are sympathetic. Some have brought forward their Bills and some are going to introduce them. After all it is a matter which is to be administered by them. They will look into the conditions that exist in their States and I am sure they will do whatever is possible.

I have taken up so much time of the House on this Bill because I want to convince all the lady Members and even other Members who are in favour of this Bill—that Government have been trying their level best under the circumstances as they are, with the constitutional limitations, with the practical considerations, etc., and all that is possible is being done. I think it would be better if those who are interested in this matter try to raise the issue at the time when the Children's Bill or the other Bill comes up for consideration before the House. They may also try to do something through the State Governments which may not have got a provision of this nature. I am sure the problem is one which has received the approval of every section of society and I can assure the Members that the Government entirely agrees with the object underlying the Bill. Not only this Government but also the State Governments, so far as we have been able to ascertain, are entirely in agreement with the spirit underlying the Bill, and they are trying to take all possible measures in this direction. I think with this assurance, it will not be necessary to proceed with the present Bill because it will complicate matters. There is already one Bill introduced by Government governing the question of girls. Why should we have another Bill in respect of government institutions? If the Children's Bill does not go far enough and if the Women's Bill does not go far enough, because it is the constitutional difficulties that stand in the way of Government bringing forward a measure of this nature. But they are as keen on the subject as anyone else. I think this will satisfy all those who are in favour of this Bill.

Mr. Chairman: May I know whether the hon. lady Member wishes that her motion should be put to the House?

Shrimati Jayashri: In view of the assurance given, I would like to postpone consideration of my Bill.

Mr. Chairman: Let there be a regular motion that the debate on this Bill be adjourned.

Shri Pataskar: I beg to move:

"That the debate on the Bill be adjourned."

Shri T. B. Vittal Rao (Khammam): Instead of adjourning *sine die*, there should be a particular period specified, say, three months, within which we may bring it again .

Mr. Chairman: That will be for the Mover to send in a request or table a motion that the Bill might be taken up for consideration. That will be the responsibility of those Members whose Bills have been adjourned. They can bring forward such a motion at any time they like, and then the discussion might be resumed.

The question is:

"That the debate on the Bill be adjourned."

The motion was adopted

INDIAN TRADE UNIONS (AMENDMENT) BILL

(*Insertion of new section* 15 *A*)

Shri Nambiar (Mayuram): I beg to move :

"That the Bill further to amend the Indian Trade Unions Act, 1926, be taken into consideration."

In moving the Bill, I have to bring to the notice of the House that I am fortunate enough to be able to bring to this august House and before the country such an important measure as this which affects millions of workers of this vast land. This is a Bill which demands the employers, either Government or private, to recognise the trade unions duly constituted under the existing law. The amendment which I seek is simple in its nature but full of content. What I want is the inclusion of a new section in the Indian Trade Unions Act, 1926, after section 15 thereof, namely:

"15A. Every registered Trade Union shall be recognised by the employer, whether Government or Private:

Provided that, it has a membership of not less than five per cent. of the total number of employees in that particular industry or concern under the same management:

Provided further that in case of a dispute over the claims of membership on rolls of the registered union, the result of a secret ballot of all the workers employed in that industry or concern under the same management be taken for the purpose of grant of recognition under the first proviso."

In the Statement of Objects and Reasons given by me, I have already submitted that this was a very controversial subject throughout. From the very inception of the trade union movement in this country, the employers refused to recognise trade unions and there was a constant fight on the part of the workers demanding recognition. Demanding recognition means enjoying the rights of workers. This is an elementary right and we call it a basic right of any worker that when once he gets organised and goes before his employer with a strength of unity with his colleagues and says that it must be recognised as a trade union, no civilised country in the world can turn it down on the plea that they do not want to recognise it. But unfortunately, in our great country, with the freedom that we enjoy today, under the new Constitution, in the Republic of India, we do not have that right of recognition. This is our

tragedy and I have great sorrow in expressing it. Attempts were made but they were thwarted by the Government in power. There was an amendment moved to the Indian Trade Unions Act, 1926, in the year 1947, that is, Act No. XLV, which was passed by the then Central Assembly and assent was given by the Governor-General on the 20th December 1947. According to that, compulsory recognition was accepted as a matter of principle. Not only that, but provision was made as to how unions are to be registered and on what basis recognition should be given, but unfortunately, there was also a provision in it to the effect that the Act will come into effect on such date as the Central Government, may, by notification in the official gazette, appoint, and that notification by the Central Government has not yet come. That is the reason why Compulsory recognition is denied now. Otherwise, this piece of legislation should have been incorporated into the Indian Trade Unions Act and I would not have had the necessity to bring in my private Member's Bill to amend the Act in this form. In that, the principle was accepted by the Government. You may ask me as to why the Government did not give consent. Of course the reason is there; the reply is there: that the big employers of this country did not want the Government to give compulsory recognition. So, on pressure from the employers, our Government withdrew and went back on the position and put it in cold storage in spite of the fact that the legislature sitting then asked for it. Of course, the employers can persuade our Government and our Government will be willing to accept the recommendations of the employers. Of course, the socialistic pattern of society and all these things have come only now. So, we can account for the passing of five or six years, but now at least, after the Avadi session of the Congress, when they speak of a socialistic pattern of society, when we want everybody to have his civil rights, this matter of recognising trade unions cannot be denied still. Is it to be denied still? We cannot understand that. Perhaps, I think the hon. Minister may come forward and say that he is prepared to enforce this legislation by a notification. I do not know. It is up to him say so. But apart from this, there were other occasions to bring in this sort of a legislation. This is not a new thing. After the failure in 1947, again, an attempt was made by the next Labour Minister. The then Minister,—I think it was Shri Jagjivan Ram,—brought forward a Bill, a comprehensive legislation, which was known as the Labour Relations Bill, 1950. Of course it had very bad clauses. The labour of this country could not accept it. They protested against it. They opposed it. But even in that condemned Bill, there was a provision for compulsory recognition of trade unions. In chapter V of that Bill, there were provisions for collective bargaining and conciliation officers. It said:

> "(a) a registered federation of trade unions having a membership in good standing of not less than 15 per cent of the total number of employees employed in that establishment or class of establishments in that area; or
>
> (b) a registered trade union having a membership in good standing of not less than 30 per cent of the total number of employees employed in that establishment or class of establishments in that area."

We did not accept that 15 or 30 per cent. But the fact remains that the principle of compulsory recognition of trade unions had been accepted by this Government not only in 1947 but subsequently also, in 1950, and still further. I can bring to the notice of this august House the promises given by the Labour Minister and various other interested parties in this connection. In spite of all those things, this measure is not coming up. That is my grievance. Of course, I know how the wind blows for a better treatment of labour, not by the choice of the employers or by the decision of Government, but because labour is

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ascertaining itself. They are not keeping quiet; they are demanding and slowly and steadily the Government and the employers have to come down and they have come down. But they are still hesitating to grant this right. The great and much-respected Labour Minister, the predecessor of our present Labour Minister,—Shri V. V. Giri—while he was the Minister of Labour promised several times that he would bring a comprehensive labour legislation which would include all aspects—aspects of recognition, aspects of the method of adjudication, settlement, and indeed everything. But unfortunately, the promise remains, though he has not remained in the Cabinet. He is elsewhere—something like me—outside the Cabinet. But his successor, I thought, would follow the tradition of Shri V. V. Giri, and he, I see, is also a well-known and respected labour and trade union leader. We had in this country, and we still have Labour Ministers who are sympathetic to labour. But these Labour Ministers, though they are sympathetic—I do not know whether that word should be in quotation or not—do not sympathise with labour. This is the tragedy. This is the peculiar situation of this great country. I do not know whether it may be the curse of the so-called trade union leadership of the past. Shri Giri, in the Naini Tal Conference which was held in October, 1952, said while dealing with the problem of recognition of unions, particularly, of two varieties—one variety was of the recognition of mixed unions where Government employees were included, including Class III servants as follows:

> "On the question of recognition of mixed unions, State Governments are in favour of denying recognition to unions which do not consist wholly of civil servants. Workers' organisations are opposed to such a move. I shall welcome further elucidation of the pros and cons of these problems."

This was his promise made in October, 1952. I am reading from the Government proceedings—page 21.

Shri T. B. Vittal Rao (Khammam): They have been buried.

Shri Nambiar: In paragraph 34, a clear case has been made out by the hon. Minister; where he says:

> "As regards the question whether an employer should recognise only the most representative trade union or whether he should be permitted to recognise any number of unions, opinion is divided among workers' organisations.....The majority of the employers' organisations would prefer that only the most representative union should be permitted to be recognised. Most of the State Governments are also of the view that the employer should recognise only the most representative union. Thus, barring some workers' organisations, the large majority of the replies received are in favour of permitting an employer to recognise only one union—obviously the one with largest membership or getting the largest suport in the event of voting by secret ballot."

The question of recognition is not at all disputed. That was accepted by the State Governments, by the Central Government and by representative organisations. They accepted that compulsory recognition must be given. But what was disputed was how the recognition was to be granted and to whom. On that point there was difference. "All the three groups, namely, workers, employers and Governments seem to be of the view that provision for the compulsory recognition of trade unions is necessary." Those were the words of Shri Giri who was then the hon. Minister of Labour. Therefore, on that point, there was no doubt.

I shall also present before the House the views of certain employees' organisations. Shri G. G. Mehta of the All-India Bank Employees' Association said in the course of the debate in the Naini Tal Conference thus:

> "The first compulsion to be provided in the new legislation for regulating labour relations should

be that the employers must be compelled, as in many other countries, to recognise the trade union organisation which have been registered, of course with the proviso that the bargaining agent will be the largest trade union organisation."

This is what he said. I have got here the opinions of many Government authorities. Here is what Shri V. V. Dravid, the Minister of Development and Labour of Madhya Bharat said in that conference:

"... if we want stable and peaceful relations, then it is necessary that we must accord to the trade unions a function and a status and a role which is of a much more serious and far-reaching character."

So, the Labour Minister of Madhya Bharat also says that we must give accord and recognition to the trade unions. Here is the opinion of Shri Shantilal Shah, the Minister of Labour in Bombay:

"That again is a matter of detail, but at a lower percentage there should be recognised trade unions. Even there, one having the large percentage must be preferred to the one with a lower percentage."

This is what the Minister of Labour in Bombay says with regard to reacognition.

I am quoting from the Government reports. Here is the opinion of Shri Halder from West Bengal. He says:

"Finally, recognition of trade unions by the management must be made compulsory. Otherwise, no useful purpose will be served by introducing collective bargaining."

These are all opinions given by authorities. Of course, the hon. Minister will never say that these are all Communists. Of course, not. If Mr. V. V. Giri could be a Communist then I think anybody can be a Communist in this country. Therefore, what I submit is this, that so far, after such a lot of agitation and demand by the working class in this country, public opinion has been already created in favour of compulsory recognition and that is an established fact. Now what I submit is only to accept this principle and legislate on the basis of it.

I have got some suggestions. I am not unconcerned about the manner in which recognition should be granted, the authority which should grant it or the procedure of granting recognition. I am thinking of that also. I have given certain provision or certain indications in my Bill. Of course, they are not absolute. I do not mean that what all I say in the form of this amendment must be accepted *in toto*. I have just embodied certain views of mine and those of my friends who think in the same manner. When once you agree that recognition is to be given compulsorily then let us see that we proceed with it. That is my first point.

My second point is, with regard to the mode or conditions under which you can grant recognition, there are differences of opinion. The All India Trade Union Congress to which I belong—and I am proud of it—had said that all functioning trade unions at present existing must be given recognition. That is the idea which they gave. The INTUC—I introduce the word "INTUC" which we use in our conversations—said: "No, we cannot give recognition to all functioning trade unions. Then there will be umpteen unions. We can grant recognition only to those unions which have got the maximum support from the workers."

Thereby meaning the most representative one. The Hind Mazdoor Sabha which is another central organisation of India which took part in the Naini Tal Conference also gave its opinion. They also said that we must consider the recognition squarely. So also, the United Trade Union Congress, which is another centre of trade unions, supported. So, with regard to grant of

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recognition there is a difference of opinion.

In my Bill what I wanted to bring forward was this. I have given a proviso in which I say that the minimum requirement may be 5 per cent membership. We have no objection to that. That is a concession which I give. Otherwise I can insist just like the All India Trade Union Congress has done that all functioning trade unions must be recognised. In Britain the provision is that all trade unions functioning are respected, registered and recognised.

Shri Venkataraman (Tanjore): Is that so?

Shri Nambiar: Yes. In India under the Indian Trade Unions Act all Trade Unions are registered under certain conditions. Once they are registered, they are recognised by our Government in another form for Industrial Disputes Act and such other things, but not by the employer. If the Government is the employer then these Unions are recognised for other purposes. The State Government also recognise these Unions for purpose of registration, submission of returns etc. Therefore, what I submit is that there should be the same condition for all and for classification. We do not deny that there must be some limit but it must be reasonable. If it is 5 per cent, let it be 5 per cent. If it is 10 per cent let it be so far all. Let us discuss it and decide, if that is the dispute due to which the whole thing is delayed. All the things that the Treasury Benches are doing today are not done after consulting us on the Opposition Benches. They do things on their own and in their own way. If the dispute between them and the Members on this side is on that main point as to how recognition is to be given, then leave it to them. Let them do in their own way, we have no objection, provided it is reasonable. On that issue the matter should not be dilly-dallied and held up. That is my point.

Then comes the employers' question. Sir, I submit to you, can the employers in this country resist recognition for long? The employers are sensible enough to understand that this is an issue which they cannot delay or with which they cannot agree. The inevitable has to happen. They have to reckon with it. Something must be done. Therefore, the employers can be persuaded by the Government. But, the Government must make up its mind. Therefore, my submission to the Government is very clear, that on the issue of terms of recognition or the conditions of recognition, let us not quarrel. Let the Government bring forward certain suggestions. We will discuss it in this House. This House can decide it. This House is so great that it can take a decision on any matter however complicated or controversial it may be. It will give its decision on any subject to the country. Therefore, let us go ahead with that.

If the Government finds it impossible to do this immediately, there is an alternative. Here there is the enactment of the same House done in 1947 which is now in cold storage. It can now be taken back and by a notification in the *Gazette* within 24 hours the Government can enforce it. That will I think satisfy all the provisions for the moment. It will certainly give recognition to trade unions and confer certain rights on them.

In this connection I have to make another point clear to the hon. Minister for Labour and also this House and that is with regard to the industrial organisations where the Government itself is the employer. In those cases there is too much of reluctance to recognise genuine trade unions. Only a few hours back the hon. Minister of Railways said in his reply that "there is no question of recognising any trade unions of whatever character it may be, except if it is affiliated to one or the other of the component parts of the National Federation of Railwaymen." He brought forward a big theory, a formula by saying: "No question". What is this?

All of a sudden you will recognise a Federation saying that, that is the Federation representative of all the workers. Who says so? The Government says so? The Ministry says so. They say that everybody under the sun must accept it. Nobody can challenge it. Then, once that Federation is recognised, they would say, the component parts of the Federation alone will be recognised. That is, the Federation must recognise the Union and then from top to bottom the Ministry will recognise. The Federation must recognise the Union, and the Union must recognise the worker. The worker does not recognise the Union, the Union does not recognise the Federation and that Federation is not recognised by anyone. It is not from bottom to top but top to bottom, that is the latest fashion of the socialist pattern in this democratic country of ours. It is very unfortunate; otherwise, how can it happen, let them say. In an industry like the Railways where they have 1,30,000 workers—that is the total number on the Southern Railway running over 6000 miles—how can a Union sitting in Madras or somewhere do justice to all its members. Has the Trade Union got wireless telegraphy or telephones or postal machinery just as the Railway Administration has?

Shri S. S. More (Sholapur): They have got mental telephones.

Shri Nambiar: And nuclear telephones. How can it be done? They say that genuine trade unionism needs only one union for one industry. Yesterday our ex-Labour Minister put forward another suggestion, that there must be one Union for the entire 10 lakh railway workers and that there must be branches. People are doing wishful thinking and brain-waves work in such a way that it is very difficult for people like myself to understand. We may be little slow in understanding but reality is there. Therefore, what I submit is, in governmental industries like the Railways, Posts and Telegraphs, in the Civilian organisations of Defence Department and in such other industries, the Government must make up its mind. The Government must say that they will recognise trade unions which have got a representative character. You cannot expect only one Union in such a big industry to begin with. You must say that Unions having a particular quota of membership will be recognised. We can understand that. Then you can deal with Labour and there is no harm. Instead of one person coming and asking for something let two or three come if they cannot agree among themselves. In the initial stages let them run and it is a process. One Union for one industry is an ideal just like the ideal of socialistic pattern which we have not achieved. Socialistic pattern which is an ideal has not yet been achieved and similarly the ideal of one Union for one industry should not be enforced from above. Let the ideal be worked in the long run. Let us struggle towards it; labour will certainly co-operate. But till then the realities must be taken into consideration and trade unions must be recognised on a certain formula: workers must be allowed to decide which unions they want, and they must be heard.

No harm is done by recognising a trade union and in receiving a deputation of workers' leaders, in negotiating with them and in replying to their correspondence. Government does not fall on that account. Can anybody ever overturn or change the Government through small trade unions? It is a long process. Let the Government not worry or fear about this.

But they may think that this may be utilised by political parties. If that is so, if that question of political party is to be linked up with the question of trade union, then I can say that much interference is being done by the political party to which many hon. Members on the Treasury Benches belong. They have got their own organisation. It is known fact in this country that the Indian National Trade Union Congress is an organisation controlled and manned by Congressmen, top Congressmen.

Sardar A. S. Saigal (Bilaspur): No, no

Shri Nambiar: It is a known fact.

Mr. Chairman: I do not want to interrupt or cut short the speech of the hon. Member, but he will keep in view that two and a half hours are allotted for all the stages of the Bill. If he thinks that all the stages can be gone through....

Shri Nambiar: Sir, I will cut short my speech.

Sardar A. S. Saigal: Some of the labour organisations are controlled by my friend also.

Shri Nambiar: I said if the question of party politics getting into trade unions—if that aspect is to be taken, then I am in an advantageous position, because the President of the Indian National Trade Union Congress of yesterday is the Minister of Labour today.

Sardar A. S. Saigal: What about that?

Shri Nambiar: It is a fact. And a person who was an active member of the Indian National Trade Union Congress is the Deputy Minister.

Sardar A. S. Saigal: When you come into power you will do like that.

Shri Nambiar: That is all right. Let us accept that point.

Shri S. S. More: You can follow the precedent.

Shri Nambiar: We will do so when we are in power. Unfortunately we are not

On this question of party politics being linked up with trade unions I am in an advantageous position, because much harm is done by the other party in disrupting or—let it be a polite word—in confusing relations. Therefore let us not go into that. Politics of course is there. You cannot take it away. If you have given voting rights to eighteen crores of Indian people, in those eighteen crores the worker is also included. Therefore that worker has got some politics, to whom he should vote or not. Therefore politics cannot be taken away completely out of the trade unions.

But what we can say is that party politics shoud not be brought in to confuse and disrupt unions and the working class demands should not be given the go-by, which I appeal to Members on the other side not to do. So far as we are concerned we will not interfere with trade union work.

To sum up, my humble submission to the House and to the Minister is, accept the principle of compulsory recognition. In accepting the principle of compulsory recognition let him enforce this Amending Act of 1947 straightway till the final Bill comes up. And when the final Bill comes, let him grant it completely. In that there should be recognition not only of the trade unions in the private sector but also in the public sector like Railways, Posts and Telegraphs, Defence organisations, etc. They cannot be excluded. By no stretch of imagination can it be done. There is an attempt, a deliberate attempt to see that these industries are kept outside the scope of any labour legislation in this country. I do not know whether it was on that dispute that Mr. Giri had to give up his Cabinet Ministership; but there is a talk in the country outside. But we leave it out for the moment. The right of recognition should be there for the trade union in the private sector as well as in the public sector. The public sector must come forward first to accept this and show the way for the private sector to follow. If they do not, then by legislation in this august House we will make the employer to come forward.

This is my humble submission. I have done nothing revolutionary. I have only done things which they have started doing. I would request them: why do you forget, at least after the

Avadi session of the Congress, do not forget it. Let us do it with all humility and sincerity. I appeal to them once again that they may try to do this, and they should not exclude the Railways, the Posts and Telegraphs and all such undertakings. If they do this then I shall be satisfied.

Mr. Chairman: Motion moved:

> "That the Bill further to amend the Indian Trade Unions Act, 1926, be taken into consideration."

If the hon. Member feels that his attitude may be influenced by knowing the reaction of the hon. Minister, I might ask the hon. Minister to speak now. If he thinks there will be no use, then I can ask any one of the hon. Members who may wish to speak.

Shri Nambiar: Let there be a debate.

Shri Venkataraman: I heard with considerable pleasure at the complete *volte face* which my esteemed friend Mr. Ananda Nambiar has made from the days when the A.I.T.U.C. propounded certain doctrines, to the days when it has now come to speak exactly against them. It is a slogan started by the All India Trade Union Congress that there should be only one union in the industry. When other people, who did not agree politically with the point of view of the All India Trade Union Congress, tried to form trade unions of their own, they were called traitors, disruptors and what not. They were the sponsors of the theory.

Mr. Chairman: The hon. Member will excuse me, but we might fix some time-limit for speeches if a regular debate is to be had. Would fifteen minutes be sufficient?

Shri Venkataraman: There may not be very many speakers on this subject.

Mr. Chairman: Or, twenty minutes.

Dr. Suresh Chandra (Aurangabad): He may be allowed to continue because there may not be many speakers from this side.

Mr. Chairman: We will see.

Shri Venkataraman: I will try to finish within that time.

The All India Trade Union Congress propounded the doctrine that the Indian National Trade Union Congress and, for that matter, the Hind Mazdoor Sabha were disruptors of unity in the ranks of labour, because at that time they were undoubtedly the most leading trade union organisation and they controlled the majority of labour at that time. But, for reasons best known to themselves, the allegiance of labour has shifted from the All India Trade Union Congress and the leadership has passed into other hands like the H. M. S. and the Indian National Trade Union Congress. Therefore we get this spectacle of Mr. Ananda Nambiar coming and talking to this House that we must recognise all the unions that are registered and that they must have the right to negotiate with the employer irrespective of the strength they possess.

Let us examine the proposition. If every registered trade union is to be allowed the right to negotiate with the employer, in the railways the Railway Board will have to negotiate with—ten lakhs divided by seven—so many unions, that is as many as nearly a hundred thousand unions. Because, under the Indian Trade Union Act, 1926, any seven persons can join together and form a union and get it registered provided they observe certain formalities with regard to registration. It is an obviously impossible proposition and hopelessly untenable.

If my friend Mr. Nambiar had brought forward a proposition as a resolution that the Government should endeavour to see that legitimate trade unions are recognised and that facilities are given by legislation for that purpose, I would certainly be with him on that subject. But the Bill which he has brought forward will reduce the trade union rights of the workers to an absolute nullity. The proposition which he has brought forward is that 5 per cent. of the workers, if they are members of the union should

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be able to get recognition from the employer. That means that every industry can have as many as twenty unions. It would be an impossible for any employer to deal with twenty unions. Multiplicity of unions itself is a bane of the trade union movement. What one union wants is rejected by the other, and simply because labour talks in divided voices labour is not able to assert itself, and gain its legitimate demands. My hon. friend Mr. Nambiar wants to give legal sanction to the multiplicity of unions. He wants to encourage disruption; he wants to encourage a sort of internicine quarrel which will ultimately lead to the loss of bargaining capacity of the workers themselves.

Then, Sir, he has himself referred to the Trade Union Act of 1947. I think he should have learnt more from the provisions of that Act. Mere recognition means nothing. Recognition is not a term which is defined in any section, any Act, or any legislation. There are certain things which are incidents of recognition. What are the rights of recognition should be defined in an Act. The obligations of such recognition will also have to be defined. Now, merely to say that a union should be recognised means nothing in law. In the Trade Union Act of 1947 the amendment Act, section 28(f) provides for what are the rights of a recognised trade union. Sir, in this connection, I am reminded of a very interesting passage in a book, a very able treatise, written by Prof. Kirkardy, Professor of Industrial Relations in the Cambridge University. It is a series of lectures entitled the *Spirit of Industrial Relations*. He says that for the first time when in America they said that the employer shall negotiate with the employee, they did not define what is negotiation. Then, after the Act was passed a trade union leader went to the employer. The employer called him, asked him to come and sit, asked him "How do you do" and then said "You may now go." The trade union leader said: "Sir, the Act enjoins on you to talk to me". The Manager replied: "Yes, we have talked to you; we have called you; we have invited you; you have come and sat; now you may go." It does not say how much we should talk and what we should talk to you.

Shri Nambiar: These things cannot happen now.

Shri Venkataraman: If these things cannot happen now, I do not know why we want legal sanction by way of this Bill. In the ultimate analysis, it is really the strength of the union that determines its bargaining capacity; in the ultimate analysis, it is the solidarity of the workers which gives them the power to negotiate. More technical legal recognition of the kind which this Bill envisages will not help the workers at all. Therefore, I think my hon. friend Mr. Nambiar when he brought forward this Bill was completely misconceived in the object for which this has been brought. The real way in which we can get the workers their legitimate rights to bargain collectively is by showing that they have the strength of organisation and a certain percentage—which I would put in the case of unit unions, even at 33⅓ per cent and in the case of federations at 20 per cent—would be the minimum that would be required for giving them bargaining strength. A mere five per cent would not help anybody to bargain with the employer.

Then, Sir, there are certain difficulties in the way of the employees in getting recognition now. The Industrial Disputes Act which defines what is an industrial dispute has been interpreted by the Industrial Tribunals in this country as not including the issue of recognition, that is to say, the Tribunals in India have given rulings holding that the issue of recognition of a trade union is not an industrial dispute, as defined in the Industrial Disputes Act. Sir, in my view—as a legislator I am entitled to differ from judges—it is a wrong interpretation.

The definition of an industrial dispute is any dispute or difference between an employer and an employee relating to conditions of service. Here the right to bargain is one of the conditions of service and I do not understand why the right to bargain collectively should be treated as not falling within one of the terms and conditions of employment. It is necessary that this state of affairs should be remedied and the proper way in which it could be done is to include in the definition of an "industrial dispute" a proviso stating that the issue of recognition of a trade union shall for the purposes of this be deemed to be an industrial dispute.

Whatever be the phraseology, I am in favour of entrusting the powers of granting recognition to a trade union not statutorily on the basis of membership, but to an Industrial Tribunal which wil go into the merits of the case, will go into the collective strength of the union and be able to decide on the merits whether or not a particular union should be granted recognition or not. I quite agree with my hon. friend Shri Nambiar that today the workmen have no right to go to a court, or go to an authority, to establish his bargaining strength, or to prove that his union has got the bargaining strength and the only way—and which it appears to me to be a proper one—would be to amend the Industrial Disputes Act in such manner as to include a dispute relating to recognition of a Union.

Then, Sir, my hon. friend passed a number of remarks with regard to other unions, as well as the socialistic pattern of society and cast a lot of sarcasm and bitterness round his speech. They were totally irrelevant for the purpose of the Bill which he was sponsoring.

Shri T. B. Vittal Rao: Is the Avadi Session Resolution irrelevant?

Shri Venkataraman: The Avadi Session Resolution is totally irrelevant for the purpose of the Bill which my hon. friend Mr. Nambiar is sponsoring.

Shri Nambiar: That is the life for the nation for the whole time to come!

Shri Venkataraman: The Avadi Session Resolution was for the establishment of a socialistic pattern of society in which every person will have the right to live; to have an egalitarian society in which differences would be reduced. There will be equality of opportunity for all persons. I do not see how this comes in in the recognition of a trade union which has, even according to Shri Nambiar only 5 per cent of membership. Admittedly, it is a union which is a minority. Admittedly, it is a union which does not command the confidence of the workers, having only 5 per cent. Admittedly, it has not got the bargaining strength. Admittedly, it has not got the sanction of the workers behind it. According to the socialistic pattern of society which Shri Nambiar envisages, they must have the right to dictate to others. You know the pattern of society to which we stand for and they want to stand for. They just want to stand for that pattern of society in which 5 per cent of the people will be able to dictate to 90 or 95 per cent of people. That is the basis of his argument.

Let me make one more submission before I conclude. This question of recognition should always be coupled with certain duties. The right to be recognised should be coupled with certain responsibilities. It is not proper merely to say that a union should be recognised without seeing what the obligations they will have to undertake. These jurisdictional disputes *inter se* between a union and another union have been the bane of this country. If you want to recognise a union, you must see that the union which has got the largest membership is recognised. If you believe in a democratic process it should be open to the members or the workers in the plant or unit to change their union executive by a democratic process of election. Under the Trade Union Act, every year they have got to conduct elections. If you do not believe in that, but still want to start a rival union, you must at least be able to muster a sufficient amount of strength to be able to show greater support from the wor-

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kers than the other union which is recognised. I do not believe in the recognition of 2 or 3 unions at a time. This will lead to confusion. This will spoil the workers' cause The union which commands the largest measure of support from the workers is the only organisation which should be capable of recognition.

My hon. friend Shri Nambiar said, look at the railways, they started at the top, they came to the National Federation, from the National Federation they came to unit unions and from unit unions, they came to the workers, this is the way they have built their organisation. My hon. friend Shri Nambiar has a good memory though he may try to hoodwink the House for his own political purposes. The all India Railwaymen's Federation was one of the organisations started earlier by the workers themselves. Then, they formed into a Federation and that Federation was recognised. For several years, the All India Railwaymen's Federation was recognised. Subsequently, the workers who did not want to join the Railwaymen's Federation, started another organisation, they carried on a struggle for a number of years and they were not recognised at that time. Among those who opposed the recognition of the rival organisation is Shri Nambiar. I put it to him straightaway: can he deny that he was one of those who opposed the recognition of the National Trade Union rival Railwaymen's Federation? Is he not one of those who opposed the union units formed under the auspices of this Federation?

Shri Nambiar: What percentage of membership that organisation had or still has?

Shri Venkataraman: Now, it is admitted that he opposed. Whatever the reasons, this is not the forum to go into now. After they had gained sufficient strength, after it was demonstrated to the Railway Board that they had sufficient strength, after it was demonstrated that the All India Railwaymen's Federation declined to call for a strike, but the South India Railway Labour Union of which Shri Nambiar was the President or Secretary, I do not know, called a strike and that strike fizzled out, only then, the other union was recognised. Let us not forget all that and now try to trot out arguments which will ultimately harm the workers. I think recognition has to be worked out in a different way. The only way in which a recognition can be effective is by gathering strength. The only way in which we can get recognition is by trying to amend the Industrial Disputes Act in such a manner as to give the discretion to the tribunal to be able to find out whether recognition should be granted to a certain union. I oppose the Bill as it stands as it will be wholly detrimental to the interests of the workers.

Shri T. B. Vittal Rao: I have been listening to my hon. friend Shri Venkataraman very keenly with attention. He is not only a trade union leader; he is the editor of the Labour Law Journal which we all read with interest. So, his views deserve some consideration. But, today, when he spoke, he sopke as if he was one of those on the Treasury Benches.

Some Hon. Members: He is.

Shri C. R. Narasimhan (Krishnagiri): What is the harm?

Shri T. B. Vittal Rao: There is no harm. Only I sympathise with him for missing the bus so often.

When we consider the question of recognition of trade unions, I thought things will not be looked at from the angle of party politics. Unfortunately, that has been brought into this debate. Therefore, I would like to go into the history of these organisations.

There have been times when there was only one organisation, the All India Trade Union Congress. This organisation, the All India Trade

Union Congress came into existence after the first world war. The purpose for which this organisation was formed was, to get some representation on behalf of the workers in the International Labour Organisation. Various trade union organisations sprang up. In 1929, another split occurred. There were three Central trade union organisations functioning during 2 or 3 years. Of course, I leave out the Mazdoor Mahajan with which our Labour Minister was connected for a long time. It was itself a Central trade union organisation. After that, we had one central organisation. Again, all the unions came together and they formed the All India Trade Union Congress. Later so many people tried to split this organisation. It went on gaining strength. During the second world war, the Indian Labour Federation was formed. For some time it functioned because it was patronised by the British Government at that time. After the second world war was over, when there was a demand to consider which was the most representative organisation among these two organisations, the Indian Labour Federation and the All India Trade Union Congress, it was said that the All India Trade Union Congress was the most representative organisation. It functioned though there were so many people trying to disrupt it. At that time, there were so many parties. It is wrong to say that it was communist dominated though there were a few more communists relatively, relatively to the number of congress, socialist and various other independent leaders. But, even at that time, I would like our friend Shri Venkataraman to show me from the resolutions of the All India Trade Union Congress in any session where they opposed the recognition of other unions though this union was having not less than 75 or 80 per cent of the members.

Mr. Chairman: Does the hon. Member propose to take some more time?

Shri T. B. Vittal Rao: Yes.

DEMANDS FOR GRANTS FOR 1955-56—RAILWAYS

DEMEND No. 1—RAILWAY BOARD

Mr. Chairman: There is one announcement that I have to make.

The folowing are the numbers of the cut Motions to Demand No. 1 in respect of the Railway Budget which the hon. Members have intimated to bo mveed: 40, 203, 204, 205, 206, 207, 208, 210, 211, 212, 213, 308, 309, 310, 311, 312, 313, 314, 315, 316 and 319.

Shri Nambiar: Some are to come tomorrow.

Mr. Chairman: Those that are received by 12 o' clock tomorrow would also be accepted and put on the list.

"Tribal people in services of Railways"

Shri Biren Dutt (Tripura West): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Rail link from Karimgang to Agartala

Shri Biren Dutt: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Extension of new rail link through Patherkandi upto old Agartala station

Shri Biren Dutt: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Construction of railway lines in Tripura

Shri Biren Dutt: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Survey of new line connecting Assam — Railway with Tripura

Shri Biren Dutt: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Memorandum submitted to State Communication Committee of Tripura

Shri Biren Dutt: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Reduction of pay scale of higher posts in Railways

Shri Sivamurthi Swami (Kushtagi): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Railway surveys and constructions according to economic development of areas

Shri Sivamurthi Swami: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Tungabhadra Project eyecut area in new Railway contruction in Raichur District

Shri Sivamurthi Swami: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

New railway construction connecting Hatti Goldmine and Ilkal between Raichur and Bangalkot

Shri Sivamurthi Swami: I beg to move.

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Economy in working expenses in the Railway Department

Shri Sivamurthi Swami: I beg to move.

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Increase in fares and freights

Shri Bogawat (Ahmednagar South): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Increase of T. B. among railway men, their treatment and grant of pay.

Shri Bogawat: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Effect of merger of half dearness allowance with pay on House Rent allowance of employees in class 'C' areas

Shri Bogawat: I beg to move.

"That the demand under the head 'Railway Board' be reduced by Rs. 100"

Non-existence of raised platforms, waiting rooms and station buildings on Dhond-Manmad line and covered platforms at Kopargaon-Manmad, Puntamba and Rahuri railway stations

Shri Bogawat: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Extension of new rail link of Khandwa-Hingoli-metre gauge—through Parliwaijnath, Bir Shevgaon, Ahmednagar Ghodnadi to Poona

Shri Bogawat: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Railway line in Bir Usmanabad, Ahmednagar and Poona-metre gauge —to link western metre gauge with North and South metre gauge

Shri Bogawat: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Railway line from Kalkalighat to Subrom in Tripura

Shri Biren Dutt: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Railway line from Kalkalighat to Subrom in Tripura

Shri Biren Dutt: I beg to move.

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Negotiation with Pakistan for using Agartala station for through train upto Karimgang and Dhartana

Shri Biren Dutt: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Representation on Railway Board

Shri Bogawat: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The Lok Sabha then adjourned till Eleven of the Clock on Saturday, the 5th March, 1955.